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HISTORY
OF
EAST ST. LOUIS

ITS
RESOURCES, STATISTICS, RAILROADS,
PHYSICAL FEATURES
BUSINESS AND ADVANTAGES.

BY
ROBERT A. TYSON,

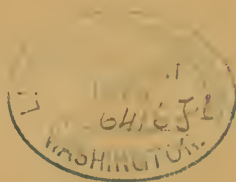
Professor of Rhetoric—Howe Literary Institute.

WITH ILLUSTRATIONS.

EAST ST. LOUIS:

Printed by John Haps & Co., National Stock Yards;

1875.



BOWMAN & HALBERT

ATTORNEYS,

OFFICE: IN THE BOWMAN BUILDING, ON MAIN STREET,

(OPP. CITY HALL,)

EAST ST. LOUIS, ILLS.

ST. CLAIR LAND TITLE OFFICE

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We have a fully posted abstract of all conveyances and decrees recorded in St. Clair County, Illinois, relating to Real Estate in the County: also accurate plats of all recorded divisions of land and lots, both of the County at large and of the municipalities of:

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Mascoutah, Freeburg, Centerville (Millstadt), Sum-
merfield, Caseyville, Georgetown, East Caron-
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CITY

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CITY

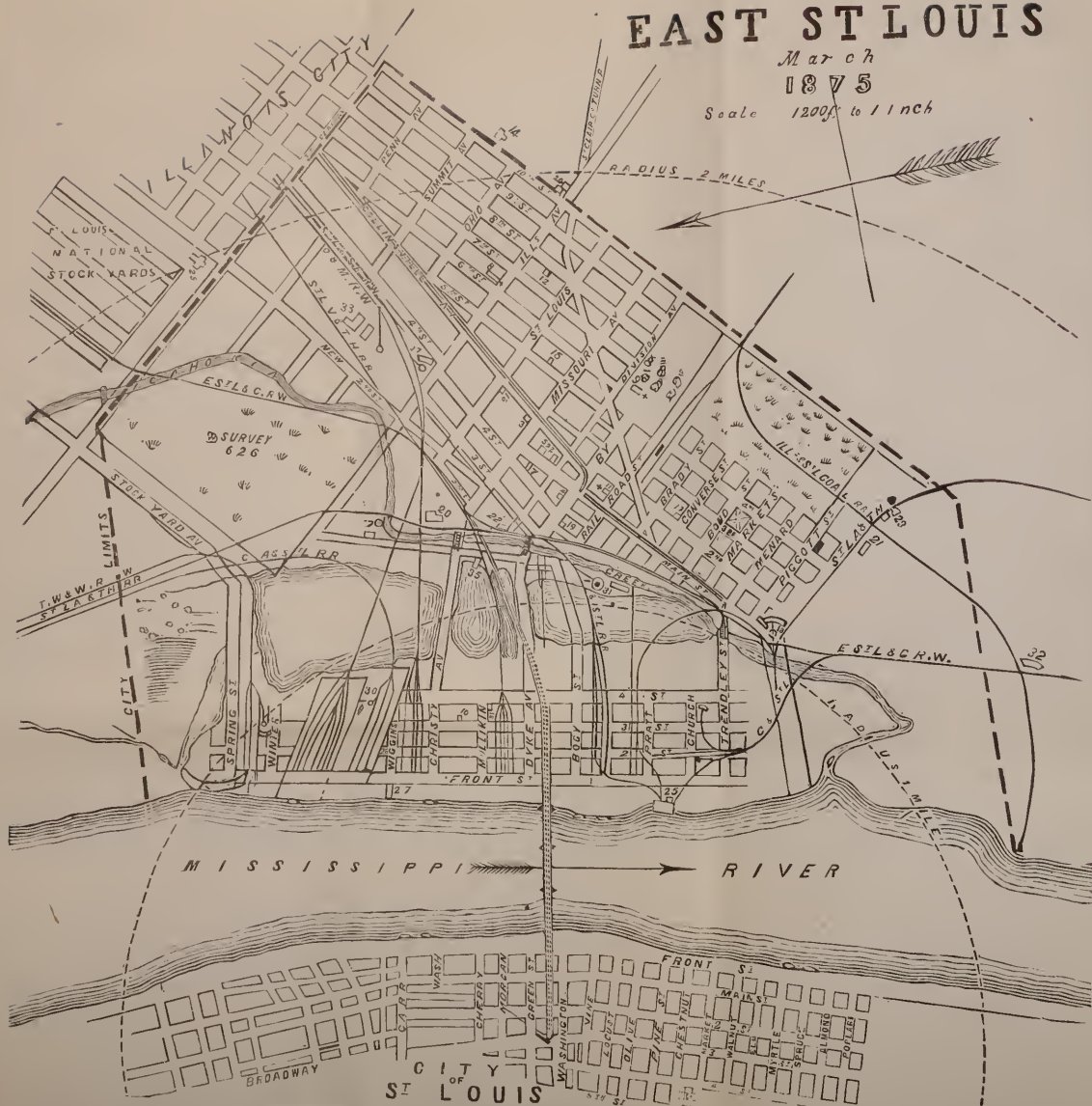
OF

EAST ST LOUIS

March

1875

Scale 1200 ft to 1 inch



THE CITY

Boundaries are shown on the map by the dotted line. The middle of the Mississippi is shown by the arrow, which points north.

The city is divided into four wards, each of which is shown by a different color. The first ward comprises all the land between the Mississippi and the Broadway and east of Cahokia creek.

The second ward extends from Broadway north to Illinois avenue and from Cahokia creek east to Tenth street; it embraces all the land between the Mississippi and the Broadway and east of Cahokia creek.

The third ward extends from Broadway north to Illinois avenue and from Cahokia creek east to Tenth street; it embraces all the land between the Mississippi and the Broadway and east of Cahokia creek.

The fourth ward extends from Broadway north to Illinois avenue and from Cahokia creek east to Tenth street; it embraces all the land between the Mississippi and the Broadway and east of Cahokia creek.

The two circles of broken lines respectively named "radius, 1 mile," and "radius, 2 miles," have their centers at the intersection of Washington avenue and the west end of the great Eads bridge, for a center.

The line of the principal or main sewer, which was projected to be a double line on Collinsville avenue and Main street.

INDEX TO PUBLIC BUILDINGS.

1. Custom Market.
2. E. B. House Bank.
3. E. B. House Bank.
4. Workingmen's Bank.
5. Bowman Building.
6. Gazette Office.
7. Gas Works.
8. St. Patrick's Ch. and School.
9. St. John's Ch. and School.
10. St. John's Ch. and School.
11. St. John's Ch. and School.
12. German Ev. Luth. Ch.
13. Colored Baptist Church.
14. Howe Institute.
15. High School.
16. Middle School.
17. Franklin School.
18. Post Office.
19. Post Office.
20. Southeast of Rail Mill is the Relay Passenger Depot.
21. St. Louis Bolt and Iron Works.
22. East St. Louis Flour Mills.
23. Illinois Patent Coke Works.
24. Lumber Yard.
25. East St. Louis Elevator.
26. Advance Warehouse.
27. Allerton House.
28. East St. Louis Hotel.

FREIGHT DEPOTS.

30. C. & A. R. R.
31. I. & St. L. R. R.
32. O. & St. L. R. R. & Coal Depot.
33. O. & St. L. R. R.
34. C. & St. L. R. R.
35. St. L. & V. & T. H. R. R.
36. St. L. & V. & T. H. R. R.
37. St. L. & V. & T. H. R. R.
38. T. W. & W. R. W.

Entered according to Act of Congress, in the year 1875.

By ROBERT A. TYSON,

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DEDICATION.

To His
Honor, the
Mayor, the
Board of Alder-
men and the Citi-
zens of East St. Louis
whose friendly counsel
encouraged me to begin,
prosecute, and successfully
consummate an undertak-
ing environed with
every difficulty,
this work is
respectfully
dedicated
by
THE AUTHOR.

PREFACE.

In the execution of the object of showing the History and Resources of East St. Louis, I have relied mainly on knowledge obtained at first hand, having personally visited the several public and private institutions of our enterprising city and conversed with their owners. The courtesy of these gentlemen is hereby acknowledged.

Among the works consulted I hereby acknowledge the assistance derived from "Peck's Western Annals," "Melnotte's Valley of the Mississippi," Shea's "Discovery and Explorations of the Mississippi by Marquette, LaSalle, Allouez, Membre, Hennepin and Douay," "Smith's Railway Celebrations of 1857," "Ford's Illinois," "History of St. Louis and Missouri," by E. Shepard, and various pamphlets and papers.

I have in my possession a mass of historical data, including a fac simile of a map drawn in 1763, by James Marquette, of the Mississippi river and Illinois country, that was unavailable for the present object, which is, as stated in my original prospectus, to illustrate and exhibit the great natural resources of East St. Louis. In a future publication I design utilizing this data, and also add to the historical value of this work by means of such emendations, corrections and additions as may be suggested by friends, and which properly belong to the permanent History of East St. Louis.

THE AUTHOR.

Howe Literary Institute, October 4, 1875.

Original Prospectus, June, 1875.

HISTORY OF EAST ST. LOUIS.

ITS RESOURCES, GROWTH AND ATTRACTIONS

The subscriber respectfully directs the attention of the public to the above work. It is intended to supply a want felt by all for a sketch of the progress and present standing of East St. Louis among other western cities.

The plan is to present a view of important events which have occurred from the earliest records to the present time.

Information is solicited; all that is available will be drawn from the records existing and from persons still living who have been eyewitnesses of the city's growth, of

“Scenes which they saw,
Part of which they were.”

The work will be issued in pamphlet form, in order that public spirited citizens may send it at small outlay to their friends. By thus showing in a convenient form this view of the social and business advantages of the place, citizens may at a day near at hand have the satisfaction of causing a large number of enterprising people (including their friends and kinsfolk) to move here to share the general prosperity.

Authentic anecdotes connected with the subject will be admitted. As the work will be circulated freely far and near among reading people, who will read its advertisements to get a true view of the business enterprise shown here, it thus becomes a first-class means of bringing together seller and buyer. Hence such advertisements will be admitted, at cheap rates, as will give a just idea of the enterprise of the young city. The first edition of three

thousand copies will be published in paper covers for general distribution.

The interests of East St. Louis are identical with those of St. Louis. Their interests are one and the same by nature, situation, language and common pursuits. Community of interests interlace and lock them together in the friendly bonds of prosperous brotherhood. Their interests are as nearly related as those of mother and child. The pursuits of manufacturing, commerce, science, art and literature are alike open to both. The development of the great natural resources of each, of excellence in the above pursuits, and as the grand result of these the development of noble character in the individual citizen, that he may be public spirited, wise, far-seeing, patriotic, fraternal and progressive, is the aim alike of the best classes in both the elder and younger St. Louis. To this end may he adopt as his motto these noble sentiments of the world's poet:

"Corruption wins not more than honesty;
Still in thy right hand carry gentle peace,
'To silence envious tongues. Be just and fear not;
Let all the ends thou aim'st at, be thy Country's, God's, and Truth's."

As an effort looking toward this end, the above work is undertaken by the author. Application for copyright has already been made.

ROBERT A. TYSON,
Howe Literary Institute, East St. Louis.

We, the undersigned, heartily endorse the above work of Prof. Tyson. We promise him our assistance and patronage, and respectfully urge every public spirited citizen to do the same.

Samuel S. Hake, Mayor; Maurice Joyce, P. W. Vaughan, John Benner, Christ. Rohm, John Doyle, John Niemes, John V. Tefft, Nicholas Colgan, Councilmen. Ernest W. Wider, Wm. C. Ellisor, Luke H. Hite, Marcus Finch, Harry Elliot, John W. Renshaw, L. M. St. John, J. Phillips, Prop. St. Louis Hotel, Henry Schall, Dry Goods and Clothing, Vital Jarrot, Banker; Jasper & Koeling, Dry Goods and Clothing, J. B. Sikking, P. M.; Henry Jackiesch, J. D. Manners, Arch'd Beatty, James H. Campbell, Thomas Quick, Geo. W. Brackett, J. B. Messick.

OFFICERS OF THE STATE OF ILLINOIS,

FROM 1809 TO 1874.

Illinois was Constituted a separate Territory by Act of Congress February 2, 1809.

ILLINOIS TERRITORY.

<i>Name of Officer.</i>	<i>Office.</i>	<i>Date of Commission or Inauguration.</i>
Nathaniel Pope.....	Secretary of the Territory.	March 7, 1809.
Ninian Edwards.....	Governor.....	April 24, 1809.
H. H. Maxwell.....	Auditor Public Accounts.....	1816.
Daniel P. Cook.....	Auditor Public Accounts.	January 13, 1816.
Joseph Phillips.....	Secretary.....	December 17, 1816.
Robert Blackwell.....	Auditor Public Accounts.	April 5, 1817.
Elijah C. Berry.....	Auditor Public Accounts.	August 29, 1817.
John Thomas.....	Treasurer.....	1818.

STATE OF ILLINOIS.

Shadrach Bond.....	Governor.....	October 6, 1818.
Pierre Menard.....	Lieut-Governor.....	October 6, 1818.
Elias K. Kane.....	Secretary of State.....	October 6, 1818.
Elijah C. Berry.....	Auditor Public Accounts	1818.
John Thomas.....	Treasurer.....	1818.
Robert K. McLaughlin....	Treasurer	August 2, 1819.
Edward Coles.....	Governor.....	December, 1822.
Adolphus F. Hubbard.....	Lieut-Governor.....	December, 1822.
Samuel D. Lockwood.....	Secretary of State.....	December 18, 1822.
Abner Field.....	Treasurer.....	January 14, 1823.
David Blackwell.....	Secretary of State.....	April 2, 1823.
Morris Birbeck.....	Secretary of State.....	October 15, 1824.
George Forquer.....	Secretary of State.....	January 15, 1825.
Ninian Edwards.....	Governor.....	December, 1826.
William Kinney.....	Lieut-Governor.....	December, 1826.
James Hall.....	Treasurer.....	February 12, 1827.
Alexander P. Field.....	Secretary of State.....	January 23, 1829.
John Reynolds.....	Governor.....	December 9, 1830.
Zadock Casey.....	Lieut-Governor.....	December 9, 1830.
John Dement.....	Treasurer.....	February 5, 1831.
James T. B. Stapp.....	Auditor Public Accounts.	August 27, 1831.
Joseph Duncan.....	Governor	December, 1834.
Alexander M. Jenkins....	Lieut Governor	December, 1834.
Levi Davis.....	Auditor Public Accounts.	November 16, 1835.
Charles Gregory.....	Treasurer.....	December 5, 1836.
John D. Whiteside.....	Treasurer.....	March 4, 1837.
Thomas Carlin.....	Governor	December, 1838.
Stinson H. Anderson.....	Lieut-Governor.....	December, 1838.
Stephen A. Douglas.....	Secretary of State.....	November 30, 1840.

Lyman Trumbull.....	Secretary of State.....	March 1, 1841.
Milton Carpenter.....	Treasurer.....	March, 1841.
James Shields.....	Auditor Public Accounts.....	March, 1841.
Thomas Ford.....	Governor.....	December 8, 1842.
John Moore.....	Lieut-Governor.....	December 8, 1842.
Thomas Campbell.....	Secretary of State.....	March 6, 1843.
William L. D. Ewing.....	Auditor Public Accounts.....	March 6, 1843.
Thomas H. Campbell.....	Auditor P. A. (<i>to fill vac.</i>).....	March 26, 1846.
*Augustus C. French.....	Governor.....	December 9, 1846.
Joseph B. Wells.....	Lieut-Governor.....	December 9, 1846.
Horace S. Cooley.....	Secretary of State.....	December 23, 1846.
John Moore.....	Treasurer (<i>to fill vacancy</i>).....	August 14, 1848.
William McMurtry.....	Lieut-Governor.....	January, 1849.
David L. Gregg.....	Sec'y of State (<i>to fill vac.</i>).....	April 3, 1850.
Joel A. Matteson.....	Governor.....	January, 1853.
Gustavus Koerner.....	Lieut-Governor.....	January, 1853.
Alexander Starne.....	Secretary of State.....	January, 1853.
Ninian W. Edwards.....	Sup't Public Instruction.....	March 24, 1854.
William H. Bissell.....	Governor.....	January 12, 1857.
John Wood.....	Lieut-Governor.....	January 12, 1857.
Ozias M. Hatch.....	Secretary of State.....	January 12, 1857.
Jesse K. Dubois.....	Auditor Public Accounts.....	January 12, 1857.
James Miller.....	Treasurer.....	January 12, 1857.
William H. Powell.....	Sup't Public Instruction.....	January 12, 1857.
Newton Bateman.....	Sup't Public Instruction.....	January 10, 1859.
William Butler.....	Treasurer (<i>to fill vacancy</i>).....	September 3, 1859.
Richard Yates.....	Governor.....	January 14, 1861.
Francis A. Hoffman.....	Lieut-Governor.....	January 14, 1861.
Ozias M. Hatch.....	Secretary of State.....	January 14, 1861.
Jesse K. Dubois.....	Auditor Public Accounts.....	January 14, 1861.
William Butler.....	Treasurer.....	January 14, 1861.
Newton Bateman.....	Sup't Public Instruction.....	January 14, 1861.
Alexander Starne.....	Treasurer.....	January 12, 1863.
John P. Brooks.....	Sup't Public Instruction.....	January 12, 1863.
Richard J. Oglesby.....	Governor.....	January 16, 1865.
William Bross.....	Lieut-Governor.....	January 16, 1865.
Sharon Tyndale.....	Secretary of State.....	January 16, 1865.
Orin H. Miner.....	Auditor Public Accounts.....	December 12, 1864.
James H. Beveridge.....	Treasurer.....	January 9, 1865.
Newton Bateman.....	Sup't Public Instruction.....	January 10, 1865.
George W. Smith.....	Treasurer.....	January, 1867.
John M. Palmer.....	Governor.....	January 11, 1869.
John Dougherty.....	Lieut-Governor.....	January 11, 1869.
Edward Rummel.....	Secretary of State.....	January 11, 1869.
Charles E. Lippincott.....	Auditor Public Accounts.....	January 11, 1869.
Erastus N. Bates.....	Treasurer.....	January 11, 1869.
Neyton Bateman.....	Sup't Public Instruction.....	January, 1871.
Erastus N. Bates.....	Treasurer.....	November 8, 1870.
Richard J. Oglesby.....	Governor.....	January 13 1873.
John L. Beveridge.....	Lieut-Governor.....	January 13, 1873.
George H. Harlow.....	Secretary of State.....	January 13, 1873.
Charles E. Lippincott.....	Auditor Public Accounts.....	January 13, 1873.
Edward Rutz.....	Treasurer.....	January 13, 1873.
John L. Beveridge.....	Governor (<i>acting</i>).....	January 23, 1873.
†John Early.....	Lieut-Governor (<i>acting</i>).....	January 23, 1873.
‡Archibald Glenn.....	Lieut-Governor (<i>acting</i>).....	

*Re-elected in 1848, under the new constitution.

†President of the Senate.

‡Is now President of the Senate.

COUNTY DIRECTORY.

CIRCUIT COURT—JUDGE, WM. H. SNYDER.

First term, first Monday in January; Second term, third Monday in April; Third term, third Monday in September.

COUNTY COURT—JUDGE, F. H. PIEPER.

Probate Matters—Third Monday of every month. County Court—Common Law Jurisdiction—Second Monday of March, July and December.

COUNTY OFFICERS.

Louis C. Starkel, County Clerk; George W. Sieber, Treasurer; Charles P. Knispel, Attorney; Charles Becker, Circuit Clerk; James P. Shale, Superintendent Schools; G. F. Hilgard, Surveyor; Hermann G. Weber, Sheriff; Phillip Schildknecht, Coroner.

COUNTY COMMISSIONERS.

Augustus Chenot, C. L. Emmerich, Frederick C. Horn. The Board meets on the first Monday of each month.

CITY DIRECTORY.

COURT OF RECORD—JUDGE, DANIEL M'GOWAN.

CITY COURT—JUDGE, J. B. MESSICK.

CITY OFFICERS.

Mayor, S. S. Hake; Treasurer, B. Franz; Clerk, Wm. O'Neill; Collector, J. M. Sullivan; Assessor, T. J. Cauty; City Attorney,, City Counsellor, J. B. Bowman.

ALDERMEN.

First ward—Maurice Joyce, P. H. Vaughan; Second ward—John Niesmes, John Benner; Third ward—Christian Rohm, John V. Tefft; Fourth ward—John Doyle, Nicholas Colgan.

BOARD OF HEALTH.

Michael Higgins, First ward; Alexander Fekete, Second ward; Michael Flynn, Third ward; Patrick Hennesey, Fourth ward. Meet in Council Chamber.

Officers in the Board—Alexander Fekete, President; J. W. Benedict, Clerk.

OFFICERS OF THE LIBRARY—1875-6.

John B. Bowman, President; Charles C. Shuetz, Vice President; Wm. O'Neill, Secretary.

DIRECTORS.

John B. Bowman, Henry Elliott, Luke H. Hite, Wm. G. Kase, E. L. McDonough, Wm. O'Neill, Chas. C. Schuetz, John M. Sullivan, P. M. Sullivan.

Janitor Public Offices—Daniel Sexton.

CHURCH DIRECTORY.

St. Patrick's (English) Roman Catholic Church—Illinois avenue, between Sixth and Seventh streets. Services at 7:00 a. m. and 2:30 o'clock p. m. Vespers at 3:30 o'clock p. m. Rev. P. J. O'Halloran, Pastor.

St. Henry's (German) Roman Catholic Church—Services at 8:00 a. m. Rev. Christopher Koenig, Pastor.

Presbyterian Church—Third street, between Mullikin street and Christy avenue. Services at 11 a. m., and 7:30 p. m. Prayer meeting every Wednesday at 7:30 p. m. Rev. Wm. Johnston, Pastor.

St. John's Methodist Episcopal Church—Railroad street, between Main and Second streets. Services at 10:30 a. m., and 7:30 p. m. Sunday school at 2:30 p. m. Prayer Meeting every Wednesday at 7:30 p. m. Rev. J. W. Grant, Pastor.

German Evangelical Lutheran Church—On Eighth street, between Illinois and St. Louis avenues. Services at 10:00 a. m. Rev. Mr. Meyer Pastor.

Missionary Baptist (Colored) Church—Brady street, between Third and Fourth streets. Services at 10:00 a. m., and 7:00 p. m. Sunday school at 2:00 p. m. Rev. Park Hutchinson, Pastor.

Advent Christian (Colored) Church—Corner of Fourth and Converse streets. Services at 10:00 a. m., and 7:00 p. m. Sunday school at 2:00 p. m. Rev. Mr. Micken, Pastor.

First Baptist Church meets every Sunday in the Howe Institute. Service at 11 a. m. and 7:00 p. m. Prof. S. F. Holt, Pastor. Sabbath School at 2:30 p. m.

SOCIETY DIRECTORY.

MASONIC.

East St. Louis Lodge No. 504, A. F. & A. M., meets regularly at their hall on Broadway the 1st and 3d Thursday's of each month, at 7½ o'clock p. m.
ANSON GUSTIN, W. M.

E. NEWKIRK, Sec.

East St. Louis Chapter No. 156 R. A. M. meets second Wednesday in each month.

U. O. T. B.

East St. Louis Lodge, No. 19 meets every Monday evening in Becker's Hall.

I. O. O. F.

Golden Rule, Tuesday evening, St. John's Hall.

Pride of the Valley, Monday evening St. John's Hall.

St. George's, Tuesday evenings, Lovingson Building.

Helvetia (German), Friday evening, St. John's Hall.

St. George's (colored) No. 1524, meets every Tuesday evening in the Lovingson Building.

Naoma Rebecca Lodge meets 1st and 3d Thursdays in each month.

O. D. S. H.

Sons of Hermann, every Tuesday evening, in Jackiesch Hall.

Division No. 4 Ancient Order of Hibernians, of East St. Louis, meet in their hall on Missouri Avenue, the first Wednesday in every month.

The Father Damon R. C. T. A. and B. Society meets—Board second Sunday in each month—regular monthly meetings third Sunday in each month.

East St. Louis Sharpshooters' Association—Benedict Franz, President; Albert Volkmann, Secretary; Alfonso Bilharz, Treasurer; Henry Hennel, First Shooting Master; Charles C. Schutez, Second Shooting Master. Meeting first Wednesday in every month.

TURNVEREIN.

Henry J. Cammann, first Speaker; Henry Wolters, second Speaker; Charles Schurtz, Recording Secretary; Henry Poppert, first Instructor of Gymnastics; Otto Reuter, second Instructor of Gymnastics; J. P. Becker, Cashier; Wm. Doerges, Warden.

Society meets at Heim's Garden every Monday and Friday evenings.

East St. Louis Saengerbund, meets every Wednesday evening, in Traubel's Hall.

Casino meets every Monday and Thursday evenings, in Jackiesch's Hall.

St. Patrick's Young Men's Roman Catholic Total Abstinence and Benevolent Society meets in Firemen's Hall on Main Street, first Sunday of the month.

St. Joseph Catholic Benevolent Society meets every third Sunday at 11 a. m., in the basement of St. Henry's Church.

Island Fire Company No. 1 meets once a month in the basement of Island Church. Officers—Nicholas Colgan, President; Wm. Johnston, Vice President; Maurice Tissier, Secretary; G. W. Shields, As't Secretary; Capt. Henry Sackmann, Chief; John Keiffelin, As't Chief.

The East St. Louis Singing Society meets every Thursday evening at Traubel's Hall. F. V. Raftor, President; Miss Lizzie Marsh, Frank Bowman, Vice Presidents; Prof. Lehman, Treasurer; A. Wackman, Secretary.

Yard Master's M. B. As'en meets first Saturday in each month, at their rooms, cor. Seventh and Cerre streets, St. Louis. W. S. Putnam Pres't, M. F. Geary Sect'y and Treas.

Vivian Club. President, C. M. Keys; Treasurer, W. J. Broderick; Secretary H. D. O'Brien. Meets once every two weeks.—From East St. Louis Press.

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ERRATA.

At page 63, in the 17th line, "on" should be "out."

At page 67, line 34, "have" should be "having."

At page 70, 7th line, "Hinly" should read "Hinkley."

At page 76, the name of "Hyer" should be "Heyer."

At page 77, "Kindly" should be spelled with a small "k."

At page 80, in the last line, "varities" should be "varieties."

At page 78, "260" should be 360 barrels of water an hour.

At page 97, "James" West should be Benjamin West.

At page 103, "Cahokia" should be Centerville, and after blacksmithing the statement, "he was for some time engaged in civil engineering," should be inserted.

At page 107, 28th line, "Barbara" should be "Bavaria."

At page 118, last line, "Lumrix" should be Sumrix.

At page 119, the first sentence should end with the words, "by Hon. J. B. Bowman, who has owned it from the first." In the same article the sentence, "the ownership then vested in a Stock Company," should be omitted.

At page 128, in ex-Mayor Bowman's address, "the bank" should be "the right bank."

At page 106, 7th line, "George" should be "Charles."

At page 140 "Treibbund" should be Treubund.

At page 140, "as," the first word of the article on "Made Land," should be "It."

At page 129, 17th line, "is" should be "are."

HISTORY OF EAST ST. LOUIS.

CHAPTER I.

It has been said that God made the country, and man made the town.

This was however a hasty utterance. When we consider the natural causes that conspire to give importance to given situations on the globe; where commercial advantages are great; and agriculture, the great mother of all temporal interests, has rich and open fields; when mines are over-running with riches and ready to pour their cornucopias of wealth at the bidding of busy man, we see the power, and hear the fiat of God as much in the creation of the town, as in that of the country.

Indeed the town is the crown of the country; the spot most favored of all the country. Its markets are fed by the agricultural and mineral products; and its very life-blood and healthy vigor assured by the vigor of the outlying country; by the replacement of men of failing health and fortune in the rushing town, with men of strong physique, bounding blood, and intact coffers from the quiet country.

So, as it is a general truth that God made the country, that truth includes the other, that he also made the country's most important part the town.

These principles which were taught to Alexander the Great by the greater Aristotle led the former to the site of Alexandria, where he built a city whose hygienic, commercial and literary advantages were unsurpassed in the Ancient World. These principles led Romulus to the site of Rome. By these were founded other cities of the classic age. And so we may remark of Paris, London and Vienna.

In our own country, in modern times, the same reasons in 1729 piloted the fleet of Lord Baltimore to the head of Chesapeake Bay, where he laid out Baltimore; the ships of William Penn, in 1682, to the confluence of the Delaware and Schuylkill rivers for the founding of Philadelphia; induced Peter Minuits, of the Dutch West India Company, in 1625, to pay twenty-four dollars to the Indians for the Island of Manhattan, between Hudson River and Long Island Sound, and establish there the City of New York; led Bienville in 1718 to found New Orleans, near the Gulf

of Mexico, on a Crescent of the Mississippi; caused two Franciscan Missionaries, in 1776 to found San Francisco, on that Bay; and open the Golden Gate of America to the riches of the Indies; drew the first white man, Father James Marquette, to the site of Chicago; founded and prospered many other cities like pearls in a crown. And which in 1764, led Pierre Laclède Liguist and Colonel Auguste Chouteau, to plant the good city of St. Louis, at the confluence of the Illinois, Missouri and Mississippi rivers, like a central diamond in the crown of Columbia.

The original site of East St. Louis was forest and prairie agricultural land.

Up to the year 1764, when the Future Great City of the World was planned and laid out on the high lands on the West side of the river and named St. Louis, for the reigning king of France, Louis XV, these lands possessed no more importance than any others which the great Father of Floods, in the wild rage of his annual overflow, tossed from side to side along his course.

As that city grew, the produce from Illinois naturally sought there a market. To reach St. Louis then, as now, it had to be landed first on the site of East St. Louis. From here it was crossed by ferry.

The Indian canoe styled "pirogue" was probably the first means of crossing from side to side, when skins, powder, lead and whisky were the chief articles of freight. One of the first established means of crossing worthy the name of Ferry was originated by Captain James Piggot, who, living on the Illinois side visited the Governor of St. Louis, Zenon Trudeau, and sought the privilege of a regular landing at the wharf of that city. He was very cordially received. His petition not only was granted but he was made a citizen of St. Louis, and clothed with further powers and privileges.

Among these he was permitted to put his west side ferry house on the Place d'Armes, near the east end of Market street, St. Louis. The landing now is at the foot of Spruce street.

The Illinois landing was nearly opposite where the Belleville round house is. The consideration for this privilege, it is said, was a certain amount of domestic fowls and wild game to be paid the Governor by Captain Piggot. The shore on this side was then heavily timbered. The solid land extended all the way back eastward from the river bank to Cahokia Creek and beyond.

Then before the time of the steamboat, or locomotive, if science had been as advanced as was the enterprise of Captain Piggot, the *Piggot* Bridge would have spanned the Mississippi. As it was it only spanned Cahokia Creek.

He worked, sometimes alone, for three years, from 1692 to 1695, and erected a bridge over Cahokia Creek on the Illinois road leading to St. Louis. The most of the trees he cut down with his own hands; his rifle, meanwhile, leaning near, ready for instant use, against an Indian foe. The bridge was a few feet north of the one now at the east end of Trendley street.

FIRST HOUSES IN EAST ST. LOUIS.

Having built the bridge as stated, he built two log cabins and a ferry boat for crossing teams, in the year 1797. This boat was a simple platform surrounded by railing and floated on Indian pirogues. These were probably made of the largest trees. Pirogues were made by hollowing trees of various sizes by cutting and burning out the inside till nothing but the sides of the canoes thus shaped were left. The ferryboat was poled or paddled with long sweeps handled by creoles. The houses above named were probably the first houses erected on the present site of East St. Louis.

THE FIRST FERRY

at this point was thus established also in the year 1797. We can in imagination look back and see the beginning of this important city, also the prosperity of St. Louis greatly increased by the patient, wise and heroic will of Captain Piggot. We see the young mart of St. Louis then but thirty years old; the river, the primitive ferryboat, the timbered Illinois shore, the blue smoke curling upward from the two log cabins, the first road, Cabokia Creek, the Piggot bridge: and beyond all these the great country of Illinois. These early scenes should be worthily painted and adorn the walls of every citizen who feels a thrill of gratitude to the brave man who may be considered the founder of the city of East St. Louis.

After the establishment of the Piggot ferry, successive attempts were made to establish towns which bore various names. Some of these were laid out immediately on the shore of the river, and as there were no paved levees to protect the banks, the river kept constantly encroaching upon the land and the towns were washed away.

The first was named Washington. It was situated on the Illinois shore, eastward and opposite to the St. Louis Grain Elevator. It consisted of a tavern owned by Mr. Samuel Wiggins and four or five dwelling houses. A gentleman now living near Belleville, once Clerk of St. Clair county, relates an incident that occurred to him during the time when Washington was gradually washing away. He states that he had been to St. Louis with produce from his father's farm, 15 miles eastward. He says, "One night I slept in Wiggins' tavern. It was pretty close to the shore. A big sycamore tree stood eight feet from the house on the bank. Along about midnight I heard water. It seemed from the sound to be under the house. I thought it must be the river. I partly dressed, as quickly as I could, and ran out shoreward. Wiggins and every body else that was in it ran out too expecting the house to go. The big sycamore was gone. It had taken with it a piece of ground from under the house, and the river was running under the outer wall. But it stood till morning, I got break-

fast there, when they moved it back farther from the river. Subsequently all of the town of Washington was washed away.

A gentleman of this city holds a deed to a lot in the town of Jacksonville, one of the quasi towns of the olden time, whose sands long since ran out—and down the river.

CHANGE IN THE MISSISSIPPI.

The Mississippi in 1797 ran by St. Louis with a strong current seventy-five feet deep. It was therefore comparatively narrow. So that persons wishing to cross from either side could easily make Captain Piggot, on the other, hear the old time shout of "O——ver!" An island existed at the above date near the Illinois shore below the site of this city.

1800—FORMATION OF BLOODY ISLAND.

Below Bissell's Point in 1800 near the Illinois shore a small sand bar lifted its head above the surface of the river. This was the first appearance of Bloody Island. A portion of the water passing between the Island and the Illinois shore being directed against the latter with some force began wearing it away. This wholesale destruction continued for twenty-five years aided by nature and unhindered by art.

Large trees growing near the water, were undermined. This expanded the channel shoreward until in 1825 half the Mississippi flowed on the east of Bloody Island. As in all such river changes where there is a wash there is a corresponding fill, so while this shore was thus fearfully washed the Island was filled.

In 1825 its breadth had become greatly increased. This was especially the case near the middle of the Island. When the channel so largely increased the upper end of the Island was washed off.

Yet large deposits of sand were filled in at the lower end increased by each flood, for which the river was more famous in those days than in these, until in 1850, the western side of the Island was on the site of the main shore of Illinois in 1797 and 1800.

OTHER ISLANDS.

The strong current of water thus deflected against the Illinois shore, fairly struck the other small island near it, below this site and carried it away.

What was afterward known as Arsenal Island was formed. Duncans Island formed directly in the former deep original channel of 1797 and 1800. Bars appeared at various places in the river. These impeded navigation. Boats grounded in front of the city. All growing from the one little sand bar of 1800 below Bissell's Point.

CONCLUSION OF HISTORY OF THE FERRY,

Captain Piggot enjoyed the fruits of his important enterprise but two years. He died in 1799, having continued his ferry till his death. The ferry subsequently was owned by Mr. Day, who in 1817, sold it to Samuel Wiggins. The means of crossing when Mr. Wiggins bought it were the same as originally, except the addition of a small horse-power boat.

In 1820, however, Mr. Wiggins built a larger ferry boat which he ran by horse-power. Horse-power boats were used till 1828. Their names were "Serpent," "Rhincerosus," and "Reindeer," succeeding each other.

FIRST STEAM FERRY BOAT.

Mr. Wiggins in 1828, started the first steam ferry boat. It was named the St. Clair. It landed at two places in St. Louis, at Market and Morgan streets. On this side near the foot of Trendley street. The "Ibex" was the next boat, put on the line. This occurred in 1832. In the same year when the "Ibex" was built Samuel Wiggins sold the ferry to eight persons: Bernard Pratt, Sen., John O'Fallon, Adam S. Mills, Samuel C. Christy, Charles Mullikin, William C. Wiggins and John H. Gay. Mr. Andrew Christy bought an interest from Colonel John O'Fallon in 1834.

The descendants of these owners are yet the principal possessors of the ferry property. From 1832 the ferry was conducted by the above company. In 1844 the boat "Icelander" was burned, date of building unknown. In 1852, a charter was obtained from the State of Illinois, and the property consisting of boats and real estate valued at one million of dollars, was represented by share stock issued for that purpose.

The next boat built was the "Ozark" in the same year when the charter was obtained. The following steam ferry boats were afterwards added to the line: "Vindicator," "Wagoner," "Grampus," "Illinois," "Wiggins," "St. Louis," "America," "New Era," "John Trendley," "Illinois No. 2," "Samuel C. Christy," "Charles Mullikin," "Cahokia," "Belleville," "Edward C. Wiggins," "East St. Louis," "Springfield," "Edwardsville," "Ram," "Louis V. Bogy," the tugs "H. C. Crevelin," "S. C. Clubb," "D. W. Hewitt." Several disasters occurred. The "St. Louis," blew up on the 21st February, 1851, and the "Vindicator," was wrecked in 1871. In 1875, the "S. C. Clubb," took fire and nearly burned. Since then it has been repaired.

The fact that through all these years the entire river front of East St. Louis has been owned by the same interest, has greatly conduced through unity of action in public improvements to the prosperity of both cities.

The Company has expended one million of dollars in revetting the shore next to St. Louis. This is a striking instance where private interest operates to benefit the public. This magnificent

stone wharf, after the above expense, contains 6,000 front feet. The value of each front foot is \$250. Hence the wharf alone is worth \$1,500,000. The Company own the river front of East St. Louis for four miles. Their lands here are worth several million dollars. They are all suitable for manufacturing purposes.

The same natural causes which in the time of Captain Piggot, led commerce to this point, and caused the eastern lines of wagon travel to terminate here, in the era of steam travel operated with a much more potent sway to fix here the termini of the railroads. The time-honored ferry company moved by the same farseeing principles of sagacity that influenced its founder, granted to the railway companies suitable grounds for tracks, depots, warehouses, yards and machine shops. Thus they greatly aided eastern commerce to reach the Mississippi, where nature designed it should; establishing and opening wide the Eastern Gate of the city, to the royal highways of eastern trade.

This old Ferry Company is entitled to a large share of credit for the creation of the City of East St. Louis, which as we have seen, from two log cabins, erected in 1797, has grown, since the advent of steam travel to an established city of many thousands of inhabitants.

Manufacturing interests have as a rule, been liberally dealt with by this company. And now as this the chief interest of East St. Louis requires fostering care they feel that in adhering to their generous traditions relating to great public interests in the disposal on liberal terms of lands for manufacturing purposes, they are still benefiting the city which they have from the first endeavored to build up.

Colonel L. V. Bogy, at present United States Senator, associated with the commercial and mining interests of St. Louis and Missouri for a third of a century, was the President of the Ferry Company for eighteen years. Captain John Trendley has served the company continuously in various capacities since the 7th of May, 1825, which comprises a period of half a century. He is still engaged in active duty.

The present officers are as follows :

N. Mullikin, President.	F. M. Christy, Vice-President.
S. C. Clubb, Gen. Superintendent.	Henry Sackman, Asst. Supt.
John Trendley, Agent.	

First Grade Directors.—N. Mullikin, F. M. Christy, S. C. Clubb, J. H. Beach, Earnest Pengnet.

CHAPTER II.

TIPPECANOE.

On the 17th of November, 1811, General Wm. Henry Harrison defeated the Indian's in the battle of Tippecanoe. This was hailed with joy by all the young settlements in the West, this included.

EARTHQUAKE.

The town of New Madrid, Missouri was, on the 16th of December, 1811, destroyed by an earthquake. It was so violent as to shake the country all through this region. Occasional shocks were felt for several weeks afterwards.

At the series of shocks on the 16th of December, the whole valley of the Mississippi was shaken. Vast chasms were opened in the earth. Columns of water, carrying sand and coal shot up from these openings. The earth rocked, trembled, and at New Madrid, sunk below the river, destroying houses and people. In the country near, by the sinking of the earth, whole farms were destroyed, and hundreds of acres that had been well cultivated, were filled by fetid water, which was loathed by all living creatures. People fled away, glad if they escaped alive.

Terrific hissings and underground thunder appalled them, and lent speed to their flight by their horrible strangeness.

Dense, black vapory cloud hung like a pall over the once fair earth, hiding it from the cheering rays of the sun, and redoubling the dreariness of night.

Wild animals and fowls pierced the air with mournful cries. Shocks and quakes for fifty years revisited New Madrid site. Congress partially remunerated the people for their losses, in land. This year

THE FIRST STEAMBOAT

on the Western waters, was built by Mr. Roosevelt, of New York, at Pittsburg. It was named the "New Orleans." He navigated it into the Mississippi. It was tied up to the shore when the earthquake threatened it with destruction, but it arrived at its destination.

Thus these three things may be associated in the mind and recalled together. Namely:

1811 { Nov. 7th, Gen. Wm. Henry Harrison won the battle of Tippecanoe.
Dec. 16th, Earthquake in Miss. Valley, destroying New Madrid.
———"New Orleans," the first steamer on the Western rivers.

Events in which all the Valley people are interested.

The commons of Cahokia extended from that village, according to the French mode of surveying their land, to the east bank of Cahokia creek. This creek bore the name in French of *Riviere a l'Abba*. The commons were pasture lands of Cahokia.

Indeed the site of East St. Louis is completely environed by old French settlements, dating from the year 1673-5, when Father Marquette the missionary, descended the Mississippi with Joliet and five men in canoes; and in 1675, at the town of Kaskaskia, saying mass in presence of a great Indian council took possession of the Illinois country, in the name of Mary, mother of Jesus; and when SaSalle, exploring the great river to its mouth, with imposing ceremony then took possession of the South for the king of France, naming it Louisiana.

But, as our history has to do with these but indirectly, though of deep interest to subserve the object of a "History of East St. Louis," its resources, advantages and attractions, we can only refer to those French settlements in this incidental manner. A part of East St. Louis is built on Cahokia common.

1817, ILLINOIS TOWN.

This first town on the site of the city, whose survey is shown upon the records of the county, was laid out on the east bank of Cahokia creek in the year 1817.

It was platted on land belonging to Messrs. John McKnight and Thomas Brady, merchants of St. Louis, who gave it the above name.

These lands were formerly owned by Ettienne Pensoneau and occupied and possessed by Vanorsdall. The town was platted by Thomas J. Reddick, the attorney of the firm of McKnight & Brady.

A part, or all of the lots were sold by Reddick, at his auction room in the town of St. Louis, after advertisement in the "Emigrant," and "Missouri Gazette," began in 1808, (now Missouri Republican.)

The dates of this early transaction are as follows: On Monday the 3rd of November 1817, the lots were sold at auction in St. Louis. Some lots were sold a few days before at private sale and some afterwards. On the 10th of November, 1817, they drew up a record of the whole transaction. On the 12th of November, 1817, the record was acknowledged before J. V. Garnier, Justice of the Peace for the county of St. Louis and territory of Missouri. On the 21st of May, 1818, the Governor of Missouri Territory, William Clark, by Fredrick Bates, Secretary of Missouri Territory certified in writing on the record that J. V. Garnier was at the time when he took the acknowledgment a Justice of the Peace as set forth. On the 22nd of May the instrument was recorded by John Hay, Recorder of St. Clair county.

This town now lies in the south-east part of the city in the First Ward.

1817, ILLINOIS CITY

was next platted and laid out on land once known as a part of Cahokia commons. The whole area surveyed was about 369 acres, including streets and public square. There were 63 squares, and 496 lots. This survey is situated in the north-west part of the city, in Fourth Ward. The plat was recorded in 1825.

1837, ST. CLAIR.

This town was platted by the St. Clair county surveyor, John M. Messinger, in the employ of John L. St. John. The surveyor's certificate was dated April 13, 1837, and the record made by Mr. John L. St. John, on the 19th of April, 1837. On the 20th of the same month Mr. John Hay entered it of record.

It is in the central part of the city and in the First and Second Wards.

1859, EAST ST. LOUIS.—(The town.)

This was a subdivision of lands belonging to Samuel L. Barlow, Henry Chauncey, Wm. H. Aspinwall and Samuel W. Comstock, lying within U. S. survey's, No. 626, in the name of Richard McCarty; No. 625, in that of Jean F. Perry; No. 131 and No. 132, in the name of A. Chouteau; No. 130, in the name of Jean St. Germain; No. 129, in the name of Gregoire Sarpy. It was platted and entered of record on the 28th of November, 1859.

It extends from central to north part of the city, in the Second and Fourth Wards. It includes a tract of land once owned by John Jacob Astor. See appendix for McCarty tract.

1865, FERRY DIVISIONS.

These are mostly upon the Island. They are distinguished by the numbers first, second and third.

In April, 1865, in the employ of the Wiggins ferry company, Henry Holbrook, St. Clair County Surveyor, surveyed and laid out seven hundred and thirty-four town lots under the name of Ferry Division of East St. Louis. On the 6th day of August, 1866, the third division was added.

In February, March and April, 1872, the company added their second division. As the land lies, their second survey was of the third part of their tract.

1872, OEBIKE AND KASE ADDITION

of sixty-seven lots was platted and surveyed on the 20th day of September, 1872.

Various resurveys and sub-divisions have been made at other times by different owners. The details of which may be found on record in the county-seat.

Sufficient, by detailed outline, is here given to explain what is comprehended in the title of the city of East St. Louis.

THE FIRST TWO DUELS IN 1817, BY BENTON AND LUCAS—LUCAS KILLED.

As Bloody Island was not definitely located for some years, in either Missouri, or Illinois, while the settling of personal disputes sometimes was done by an appeal to the code of honor, this Island which became covered with trees, afforded a suitable battle ground ; a retired spot—a neutral field, and free from public view.

The first noted duels which occurred here, two in number, were fought with pistols, by Col. Thos. H. Benton, afterward U. S. Senator for thirty years, and Mr. Charles Lucas U. S. attorney for the Territory of Missouri. They were both of St. Louis, and engaged in the practice of law. The duels grew out of harsh and reproachful language between the two at a trial in which they were engaged on opposite sides, and a controversy at a political meeting.

The first challenge was sent by Col. Benton, after the trial. It was declined by Mr. Lucas on the ground that he was not accountable to any one for words used in professional debate.

After the political controversy, Mr. Lucas challenged Col. Benton. He accepted. They met on the Island on the 12th of August, 1817. Mr. Lucas received a severe pistol wound in his neck. His surgeon took him from the field. The parties again met on the 27th day of September, in the same year, when Mr. Lucas fell—aged twenty-five, deeply lamented by his friends.

1823, THE THIRD DUEL—RECTOR AND BARTON.

General William Rector, U. S. surveyor of the three States, Illinois, Missouri and Arkansas, was absent from St. Louis, in Washington D. C., when he was charged with corruption in office, by Joshua Barton, Esq., U. S. District Attorney, in the columns of the Missouri Republican. Thomas C. Rector immediately demanded of the editor the name of the accuser of his brother, General Rector. Upon receiving the name of Mr. Joshua Barton, Mr. Rector at once sent him a challenge. It was accepted, and again on June 30th, 1823, the curtaining shades of Bloody Island, received a hostile party. At the first fire Mr. Barton fell and died in a short time.

1830, THE FOURTH DUEL—BIDDLE AND PETTIS.

This was fought by Major Thomas Biddle pay master of the U. S. army, and Hon. Spencer Pettis member of the twenty-first Congress, both of St. Louis. It occurred on Friday at 5 o'clock p. m., August 27th, 1830.

Mr. Pettis in the political canvass of that year as candidate

for re-election, and against the U. S. Bank in his speeches, made charges against its president, Mr. Nicholas Biddle. For this his brother, Major Biddle cowhided Mr. Pettis, under the following circumstances:

Mr. Pettis had returned from the interior of Missouri, about the 25th of July, in low health from a bilious attack. He took lodging as usual at the City Hotel.

Major Biddle hearing of his return, yet, perhaps, not knowing of his ill health, prepared himself with a concealed cowhide, and went alone to the City Hotel. Next morning before others had risen, he enquired of a black waiter the way to Mr. Pettis' room. The waiter showed him the door, which was ajar. Upon the floor was a mattress on which Mr. Pettis was lying asleep, covered over with a sheet. Stripping off the sheet with one hand, with the other he applied to the person of Mr. Pettis the stinging blows of the cowhide. In a moment this brought a crowd to the piazza. Major Biddle hastened out of the hotel without saying a word. Great excitement ensued in the hotel and city, over the outrage, which Mr. Pettis' ill health prevented his resisting or resenting. He could but wait till his health was regained.

During this time the senatorial canvass proceeded, and on the 2nd of August, 1830, Mr. Pettis was re-elected by a large majority to Congress.

He expected that a meeting with Major Barton would result fatally, and being desirous of placing the salient features of the difficulty before the public, should his expectations be realized, he went before Justice Peter Ferguson, and gave him a written sworn statement of the controversy.

He was leaving the Justice's office to take this affidavit to a printer for publication, when Mr. Ferguson informed him that he considered it his duty to issue a writ on the affidavit, and put Maj. Biddle under bond to keep the peace. This he immediately did in the presence of Mr. Pettis and his friends.

Mr. Pettis during the time showed that he intended to violate the peace, and the justice put him also under bond. Major Biddle came in at some part of the proceedings. He told Mr. Pettis that if he challenged him he would accept. Mr. Pettis promised to honor him thus, and on the next day sent a challenge to Major Biddle, which he accepted. Major Biddle having choice of distance, by being the challenged party, fixed it at five paces, on account of his short sightedness. They stood, it is said on the site of the present Chicago Round House, directly opposite east end of Biddle street St. Louis, facing outward, with pistols ready. The words were given "One!" "Two!" "Three!" "Fire!" They wheeled and fired. Both were shot and mortally wounded. Both forgave the other's injury. Mr. Pettis died the next day, (Saturday, August 28th, 1830,) and was buried on Sunday the day after. Major Biddle lived till Monday following the day of the duel, when he died and was buried on the next Wednesday, September 3rd, by his military associates from Jefferson Bar-

racks, with the honors of war. There were other less noted personal rencontres on this Island.

Since these bloody scenes are past and the locality is rife with the busy scenes and sounds of commerce, it is simply known as "The Island," the suggestive adjective of Bloody being deemed no longer necessary, and therefore, being generally dropped from the name.

We might add that the comprehensive name of 3rd Ward, since the incorporation of all the territory west of Cahokia creek, including the Island, more generally designates that now historic locality.

1834—DUNCAN'S ISLAND.

The deep, strong current that flowed past St. Louis becoming quite sluggish, by reason of the great increase in the Eastern Channel, between Bloody Island and the Illinois shore a sand bar formed opposite the lower part of St. Louis. This was in the former deep channel. In time it appeared above the water, caught drifts and more sand, and increased so much in size that in 1835 it had in a generation attained such size that while supporting a strong growth of willow, cottonwood and sycamore trees it was still extending its upper part, and threatening to thrust itself between the city and Bloody Island and destroy that part of St. Louis. It had progressed so far Northward that no steamer could land below Market Street, and some boats had grounded directly in front and east of the Merchants' Exchange.

A man named Duncan, laid part of the Island out into a cornfield, which he cultivated in 1830. It was hence named Duncan's Island. It had other occupants. Congress was then petitioned to aid in its removal. Fifteen thousand dollars were appropriated in consequence, for a preliminary survey and examination of the rivers and harbor. Major Robert. E. Lee, of the U. S. Engineer Corps was sent to superintend the work. One hundred thousand dollars more, was afterward appropriated by Congress to complete the work. Parties in Illinois town, however, seeing as they thought, that the improvements were against their interests, enjoined Major Lee from carrying out his plans. Duncan's Island was a part of Illinois.

1851-6, THE FIRST DYKES.

In 1846-7 the St. Louis authorities and the owners of the land on the Illinois side projected a dyke, and agreed to extend it from the west side of Bloody Island to the main Illinois shore, near where Vaughan's dyke now is. It was begun in 1847, and prosecuted at great expense, which was borne exclusively by St. Louis.

In September, 1848, Governor French of Illinois, directed the State's attorney, at Belleville to ask the court there for an injunction against the work on the dyke, which was yet incomplete.

The injunction was asked and granted on the ground of the invasion by St. Louis, of the State rights of Illinois.

An appeal was taken by St. Louis to the Supreme Court of the State of Illinois. That tribunal expressing the opinion at its December term in 1848, that not the judiciary, but the legislature could properly determine what the interests of the State of Illinois required in the premises, the Legislature of 1848-9 was appealed to by St. Louis, in the celebrated case—Illinois vs. St. Louis. In January, 1849, a joint resolution was passed, authorizing the city of St. Louis to construct a highway over the dyke, then in process of construction. The work was at once resumed, and progressed until June, 1851, when the dyke and road made of stone and earth, near completion, were swept away by the flood of that year. After the waters abated, however, in the fall of 1851, one-fourth of a mile north of the site of the first dyke, and nearly parallel, another, the present dyke, was projected. It was laid out under Mayor L. M. Kenneth, of St. Louis and City Engineer Gen. Curtis. It was finished in 1856, in the same status in which it now is. Its cost was \$175,000. It is a monument to the work and wisdom of St. Louis. The land belonged to the Wiggins ferry company.

Thus the channel on this side was stopped, and by the increased volume and velocity of the St. Louis channel, Duncan's Island was removed therefrom and the port of St. Louis restored.

BREAKING GROUND FOR THE OHIO AND MISSISSIPPI RAILWAY.—W. D.

In 1852, on the 9th of February in the presence of assembled thousands, ground was formally broken in Illinois on block 28, lots 3 and 4, near corner Main and Brady streets, by Mayor Luther M. Kenneth. On the corner of Fourth and Brady streets, the first depot was built. The place grew rapidly from that time on. In June, 1857, this road was formally opened, and connected with the Baltimore and Ohio line through to Baltimore.

CHAPTER III.

FIRST INCORPORATION.

The place was incorporated as Illinois Town, on February 19, 1859. The act was approved on the above date in the private Laws of Illinois.

FIRST ELECTION.

On the 4th of April, 1859, an election for town officers was held when 93 votes were cast according to the poll books. The Town officers elected were: Trustees—W. J. Enfield, 78 votes; Samuel W. Toomer, 90 votes; Andrew Wettig, 89 votes; Henry Jackeisch, 87 votes.

For Police Magistrate, there were two candidates—William Hamilton, received 50 votes; Daniel Sexton, received 43 votes.

George Johnson, was appointed Marshal by the Trustees.

The Trustees met on the 16th of April, 1859, in a room on the second story of the Western Hotel. Mr. Hamilton, who was elected Police Magistrate, was ex-officio President of the Council. J. W. Kemp, Clerk, and Assessor, and D. Sexton, Treasurer.

The defeated candidates for Trustees at the election received office by appointment at the hands of the victors. Now the Jacksonian doctrine prevails, *i. e.* "to the victors belong the spoils."

May 17, 1859, Daniel Sexton's name appears as President of the Board. Hamilton's bond having been rejected and D. Sexton, having been elected. Mr. Jackeisch says that Hamilton served when elected.

August 13, 1859, the Board passed a resolution to build a calaboose, which still stands on what is now known as the corner of Railroad and Second streets.

On the 20th of July, Sexton resigned as Trustee, and Samuel W. Toomer, was appointed by the Board as President. On the 22d of July, Toomer was appointed Treasurer.

On the 3d of August, on motion of Mr. Wettig, the commission of Mr. Hamilton was accepted, and he took the chair as President of the Board of Trustees. On the 24th of October, 1859, President Hamilton was granted leave of absence for 3 weeks. He not having returned on November 21st, on motion of Mr. W. Enfield, Wm. Hamilton, was expelled from acting as President of the Board of Trustees, and as Police Magistrate of the Town and the office declared vacant.

Henry Jackeisch, was appointed President *pro tem.* On December 5, E. D. Walker, was appointed Street Commissioner.

APRIL 2, 1860, SECOND ELECTION.

There were 119 votes cast for the officers elected. Daniel Sexton, was elected Police Magistrate without opposition.

For Town Marshal—E. D. Walker, received 58 votes; Geo. L. Johnston, received 58 votes.

For Town Trustees—W. J. Enfield, received 39 votes; R. C. Bland, received 65 votes; B. B. George, received 91 votes; Timothy Canty, received 77 votes; S. W. Toomer, received 37 votes; Henry Jackeisch, received 4 votes; Richard Herman, received 45 votes; B. F. Sikking, received 9 votes; Frank Karle, received 1 vote.

There were four Trustees to be elected, those of the candidates who received the four highest numbers of votes cast were declared elected. It appears the Police Magistrate was also President of the Board.

Daniel Sexton was qualified April 28, 1860, for the above offices and took the place of Mr. Jackeisch, President *pro tem*. On the 14th of April, the latter was elected Treasurer. April 16, 1860, E. D. Walker, was qualified as Marshal.

THIRD, FOURTH AND FIFTH ELECTIONS,

August 30, 1860, Andrew Wettig, was elected Town Treasurer. He held this office until the organization of the City of East St. Louis. October 13, 1860, Richard Hennesey resigned his office as Trustee, which he probably held in place of some one resigned.

On the 20th of October, 1860, an election was held, at which Frederick Fye, was elected to fill the vacancy. He received 70 votes. His opponent H. Jackeisch, received 40 votes.

The Fifth Election was held on February 21, 1861.

NEW CHARTER, TOWN OF EAST ST. LOUIS.

In the spring of 1861, at a session of the Legislature, (see Private Laws of 1861). a new Charter was granted increasing the boundaries of the Town, from what they had been under the name of Illinois Town upon a vote of the people, 174 for, and 95 against the adoption of the New Charter, March 11, 1861.

SEVENTH ELECTION.

On April 1, 1861, an election was held for or against changing the name to East St. Louis, and for town officers. For changing the name 183, against 89.

OFFICERS ELECTED.

For Police Magistrate—highest number of votes to elect. J. B. Bowman, 185 votes; D. Sexton, 100 votes.

For Town Marshal—highest number of votes to elect. John Hennesey, 185 votes; Samuel Hender 95 votes; Thos. D. Burke, 7 votes.

For President Town Council—highest number of votes to elect. Samuel W. Toomer, 235 votes; R. C. Bland, 51 votes.

For Town Council—Four Councilmen to be elected, four highest numbers to decide. Candidates—John Monaghan, 185 votes; Florence Sullivan, 192 votes; Frank Karle, 139 votes; Samuel G. Walker, 124 votes; B. B. George, 111 votes; Jas. Hazen, 103 votes; G. B. Sikking, 65 votes; Wm. Quitzow, 45 votes; Wm. E. Rose, 30 votes; Henry Jackeisch, 10 votes; Peter Richter, 10 votes; ——— Beatrice, 1 vote; J. Herron, 1 vote; A. Lincoln, 1 vote. Some warm friend of Lincoln probably thought he was running for all the offices in the Union.

The new Council was organized on the 22d of April, 1861. Florence Sullivan and John Monaghan, drew the long terms, two years; Frank Karle and Samuel B. Walker, drew the one year term. Samuel M. Tount, was appointed Clerk. F. R. Hinze, Assessor. John Hennesey, Collector.

At a subsequent meeting on the 25th of April, Louis A. Delorme and Edmond D. Walker, were appointed assistant Assessors.

THE EIGHTH ELECTION.

For two members of the Town Council, on the 7th of April, 1862. Louis A. Delorme, 122 votes; John O'Connell, 103 votes; Samuel B. Walker, 15 votes. The two first were elected.

HENNESEY'S RESIGNATION.

July 7th, 1862, John Hennesey resigned the office of Marshall of the town.

NINTH ELECTION.

An election was ordered for a new Marshall, and for one Trustee to be held the 1st Monday of August, 1862. Henry Jackeisch was elected Trustee to fill the vacancy caused by the retirement of John Monaghan. Timothy Canty was elected to fill the vacancy caused by Hennesey's resignation.

FIRST PLANK SIDEWALK.

Twenty-seventh of August, 1862, this was ordered; consisting of two planks six inches wide, laid parallel, six inches apart, on south-east side of Collinsville Avenue, between Broadway and Illinois Avenue.

TENTH ELECTION, 25 OF APRIL, 1863.

Ninety-eight votes polled, to elect the President of the town Council and one member of the same. H. Jackeisch polled 46 votes for President; Nicholas Spanagel, 32 votes; S. W. Toomer, 5 votes. Henry Oebike was elected member of Council without opposition. He received 97 votes.

11TH ELECTION.

John O Reilly was elected Town Clerk on the 13th of June, 1863.

Second Sidewalk—July 6th, 1867, another sidewalk was ordered like the first, on Illinois avenue, from Collinsville avenue to Sixth street, connecting with the first.

Three Assessors—J. B. Bowman, Fredrick Hinze and Danuel Sexton, were appointed.

Tax Collector—T. Canty, was appointed the 4th of June, 1864.

12TH ELECTION

held on April the 4th, 1864. For town Trustees—Henry Oebike received 59 votes, John O'Connel, 60, were elected without opposition.

13TH ELECTION.

For Market House. On the 25th of April, 1864, this election was held; 94 votes cast—80 for and 3 against. Carried.

The resignation of H. Jackeisch as President of Town Council took place on the 18th of August, 1864. The 29th of August, 1864, the

14TH ELECTION.

was held for President of Town Council. S. W. Toomer received 67 votes and N. Spannagel, 44.

The Market House resolution was continued and laid over till the following spring.

Board of Assessors—On the 24th of November, 1864, J. B. Bowman, Mortimer Millard and B. B. George were appointed, as above. At the same meeting, hooks, ladders and ropes were ordered as protection against fire.

Construction of Sidewalks—At a meeting of the Town Council, on the 28th of November, 1864, the construction of new sidewalks was ordered on Collinsville plank road, west side, from East St. Louis House, to the town limits; on south side of Wettig street from Main street to the Methodist church; on north side of Market street from Main to public school house, and on west side of Main, from the house of Louis Weis to Broadway, and other walks were ordered repaired.

THE PITTSBURG RAILROAD AND COAL COMPANY,

having endeavored to obtain one of the streets for railroad purposes, the Town Council at its meetings, on the 12th of December, 1864, and the 4th of January, 1865, instructed its clerk to solicit the aid of representatives in the legislature, in endeavoring to prevent said company from obtaining one of the streets, and

resolved that the local representative, in the legislature of the State, convening in January, 1865, viz: Hon. A. W. Metcalf, of the Senate, and Hon. Messrs. Nathaniel Niles and John Thomas, of the House, be requested to oppose and endeavor to prevent the passage of any law authorizing the said company without the concurrence of this town, to extend their road any further into this town, than is now the case. Henry Jackeisch, Esq, was commissioned to visit Springfield and convey a copy of the resolutions to the said representatives, explaining to them the cause which prompted them, and solicit their attention to the desired amendments to the Town Charter, also to assure them of the deep felt gratitude, with which the citizens of the town would witness their kind action in all laws which may come before the legislature, affecting the present and future prospect of our promising town.

CITY CHARTER.

On the 17th of January, 1865, the Council appointed a committee of four, consisting of the president, and three others, Messrs. Oebike, Bowman, Kase and Millard, to draught a City Charter. The Council at this session, also ordered that the census of the town be forthwith taken. A committee to take the census was appointed as follows: Messrs. Kase, Feigenbutz, Cauty and George.

The Charter Committee were instructed to report at the next meeting. They did so. After some debate of their report, their draught of the new city charter was approved.

A motion was lost that with the adoption of a new charter, the name of the town be changed to St. Clair. J. B. Bowman, on the 20th of February, gave a brief, but interesting history of the passage of the city charter through the legislature.

The Draft Fund.—On the 8th of February, 1865, the Council appropriated one thousand dollars (\$1000) for draft purposes.

First Census of Bloody Island.—This was ordered by the Council on the 20th of February, 1865, to be taken. At the Council meeting on the 6th of March, the census report from that portion of the city (the Island) was shown to be about eight hundred.

In 1865 at the First Election for Mayor, Hon. J. B. Bowman was elected for two years. This was ordered for, and occurred on April the 3rd, 1865. The following named officers were elected: John B. Bowman, Mayor; Wm. G. Kase, City Judge; John O'Connell and Michael Murphy, Aldermen of the First Ward; Henry Schall and James Hazen, Aldermen of the Second Ward; John Trendley and John B. Lovingsston, Aldermen of the Third Ward.

Installation of Mayor and Council.—This occurred in the Council Hall on the 10th of April, 1865.

WARD BOUNDARIES.

The First Ward includes all territory south of Broadway, and east of Cahokia creek to city limits.

The Second Ward extends from Broadway north to Illinois avenue and from Cahokia creek east to Tenth street.

The Third Ward includes all that part of the city lying between Cahokia creek and the middle of the Mississippi, and the city limits north and south.

The Fourth Ward includes that part north of Illinois avenue and east of Cahokia creek to the city limits.

CHAPTER IV.

The official oaths of the Mayor and Aldermen, as required by the City Charter were submitted, approved of, and ordered on file.

On motion the Clerk was instructed to prepare official commissions, properly executed and issued to said Mayor and Aldermen, pursuant to the provision of the City Charter. The new Council being found duly qualified and prepared to enter upon their duties, after some parting remarks of the president to the old Board of Town Trustees and of welcome to the new Board of City Aldermen, on motion, the Board of Trustees adjourned *sine die*.

ORGANIZATION OF THE CITY GOVERNMENT.

Mayor Bowman immediately called the City Council to order and delivered an inaugural address and recommended that a speedy organization be effected.

The first motions were by J. B. Lovington, who moved that Mr. John O'Reilly be appointed Clerk *pro tem*; that Mortimer Millard, Esq., be appointed city attorney *pro tem*, and that a committee, to consist of the Mayor, Mr. Millard and three others be instructed to draft by-laws and ordinances.

These were carried; the last with an amendment by Mr. Hazen, that the three persons not named on said committee should consist of one appointed by the Mayor, from each Ward. The Mayor appointed from First Ward, Mr. Murphy; from Second Ward, Mr. Schall; from Third Ward, Mr. John Trendley. According to the City Charter the Aldermen then divided themselves by lot into two classes, for one and two year terms.

Complimentary resolutions were passed, expressing to the old Board the thanks of the public and of the new officers for their faithful discharge of public duties. The Mayor then appointed a committee to consult with the different railroad companies on the subject of police regulations, in connection with the city.

ADOPTION OF BY-LAWS.

The special committee on By-laws and Ordinances reported through Mr. Millard at the next meeting of the Council, on the 17th of April, 1865.

Three Ordinances were read. Two were passed by Sections One relating to City Clerk and one to City Treasurer. The one

relating to City Marshall was laid over till next meeting. Mr. Bowman from the same committee reported a series of by-laws for the government of the City Council. On motion of Mr. Lovington, they were unanimously adopted.

STATED MEETINGS OF THE COUNCIL.

At the above session, the committee on ordinances were instructed to report at the next meeting an ordinance, fixing the 1st Monday in each month, at 3 p. m., as the time for the stated meetings of the Council. Mr. John O'Reilly was appointed City Clerk.

APPOINTMENT OF STANDING COMMITTEES.

At the meeting of the Council on the 24th of April, 1865, the Chair appointed the following standing committees, viz: Of ways and means; on claims; on streets and alleys; on revision and unfinished business; on engrossed and enrolled bills; on harbors; on police; on market house and public buildings; on fire department, and on Council.

The Ordinance fixing stated meetings of Council, was passed, also one concerning the city seal, and one relating to licenses.

Francis Wittram was appointed City Treasurer, and Timothy Canty City Marshall.

The question of the constitutionality of the establishment of the city court, was ordered to be submitted to Messrs. Underwood, Koerner and Snyder, of Belleville. In case they decide it to be unconstitutional, the Mayor was authorized to request the County Court to order an election under the general law for Police Magistrates.

At this session, also on motion, it was agreed that the city subscribe \$250 towards establishing a

PUBLIC SQUARE.

The fencing of this square was discussed.

On the 19th of June, 1865, John O'Reilly having resigned as City Clerk; M. Millard, Esq., was appointed to that office. Timothy Canty was appointed calaboose keeper. A complimentary resolution was passed and transmitted to Mr. O'Reilly, attesting efficiency and faithfulness as an officer of the Council.

GRADING AND PAVING STREETS AND ALLEYS.

This important matter received the attention of the Council in March, 1866. Resolutions were passed authorizing the same to be done.

DRAM SHOPS—MONEY FOR SCHOOLS.

One-half of the money collected for licences and fines from

the dram shops was ordered to be paid over to the School Trustees.

PREVENTION OF OVERFLOW.

Mayor Bowman at the meeting of the Council, August the 6th, 1866, presented a communication on overflows. It was referred to the City Engineer and himself as a special committee.

CHOLERA.

In August, 1866, this dread scourge having appeared, the Mayor and Council took precautionary measures against it. The Mayor was authorized to establish a hospital in the Third Ward, and procure disinfectants.

EAST ST. LOUIS GAZETTE.

This paper having succeeded the Sunday Herald, issued its first number on June 28, 1866. The city printing was awarded to its publishers, Macaulay & Straub.

CITY CLERKS.

Mr. M. Millard, as City Clerk, gave place on December 10, 1866, to William O'Neil.

Petition to Legislature For and Against Amendments to the City Charter.—A petition to the legislature for certain amendments to the City Charter, having been made in 1867, by parties whose landmarks were changed by the new survey, ordered by the City Government, for the relocation of streets, the Council *en masse* presented a cross petition against the amendment asked for.

East St. Louis Gas Light and Coke Company.—This company having been established by the charter in 1865, the city, as by law enabled, took stock therein to the amount of five thousand dollars. A warrant for two hundred dollars of this sum was ordered February 18, 1867, to be drawn on the City Treasurer, in favor of the Treasurer of the Gas Light and Coke Company.

POLICE FORCE.

Mr. Lovington having presented a resolution establishing a Police Force, the same was unanimously passed. The Mayor was authorized to employ such police force as he deemed necessary for the city's safety.

CHARGES AGAINST THE MAYOR.

Charges of misapplication of city street labor, by the Mayor

in causing his own lots to be filled up, having appeared, he requested the Council to investigate said charges. This they did by the appointment of a committee. Having appointed the 12th of March, 1867, in the City Council Chamber, and published the same in the East St. Louis Gazette, as the time and place of investigation, the committee took the evidence under oath of the parties making the charges, and exonerated the Mayor from all knowledge of or blame in the matter. Their report was unanimously adopted.

Second Municipal Election—J. B. Lovington elected.—The Second election for Mayor was held on April 1st, 1867. It resulted in the election of Mr. J. B. Lovington. By the first Charter the Mayor's term of office was two years. In 1867, however, amendments to the Charter reduced the time to one year. This, therefore, was the duration of Mayor Lovington's term of office.

The Metropolitan Police movement was put on foot during the latter part of Mayor Bowman's and the first part of Mayor Lovington's administration.

A BOARD OF HEALTH.

This Board was established June 3rd, 1867. Improvements in various parts of the city, and efforts toward amicable adjustment by arbitration of different interests marked the remainder of the administration of Mayor Lovington.

Third Municipal Election—J. B. Bowman elected.—On April 6th, 1868, J. B. Bowman, Esq., was re-elected by a decided majority to the Mayoralty.

CONTRACT FOR MARKET HOUSE.

On the 18th of October, 1868, a contract between the Mayor and committee with Messrs. Niemes and Mathews, for the building of the market house, for \$14,450 was ratified and confirmed by the Council. A competent architect was appointed November 16th, 1868, to superintend its erection.

FILLING OF STREETS.

Front and Third streets were in 1869, filled by contract of the city with Joseph Brown. Front street was filled from Dyke avenue to Christy avenue and Second street from Dyke avenue to the south part of Boggy street. The contract was to fill them to the highest grade of Dyke avenue.

Fourth Municipal Election—Vital Jarrot elected.—On April 6th, 1869, there was an election for Mayor and Aldermen. Vital Jarrot, the successful candidate, having received a majority of

the votes cast, was declared elected.. The Council now consisted of Messrs. Doyle, McCormack, Murphy, Ryan, Stack and Vaughan.

As all the city officers had been vacated at expiration of terms by the new charter, which went into effect March 26th, 1869, Mayor Jarrot, by the consent, and with the concurrence of the Council, appointed new officers to fill the vacancies not filled by election.

FUNDING THE CITY DEBT.

On June 25th, 1869, Ordinance No. 97 was passed in the Council, by which was funded the floating debt of the city of East St. Louis.

BOWMAN'S DYKE.

August 19th, 1869, the Council instructed the Engineer to advertise for bids for grading this important causeway. Bids were received, but all rejected. The Street Inspector, under the direction of the City Engineer, was ordered to level said dyke so as to make it passable.

Enlarged Improvements, Grade.—Mayor Jarrot communicated a paper to the Council, September 6th, 1869, recommending that a permanent grade be established, and an enlarged system of improvements be carried on.

American Bottom, Lime, Marble and Coal Company.—On the 28th of June, 1870, an election was held to vote for and against the city taking fifty thousand dollars of the stock of the above company. The votes stood, for subscription 236, and against subscription, 143 votes.

Another election on the same subject, held on August 4th, 1870, resulted in the following: 565 votes for subscription, and 76 against. The stock was accordingly taken.

RETRENCHMENT.

An Ordinance was adopted in the Council September 27th, 1870, fixing the salaries of the city officers, and reducing the expenses of the city government, and to abolish certain offices therein named. The resignation of Mayor Jarrot took place also on September 27th, 1870.

Mr. Murphy, Acting Mayor.—September 29th, 1870, upon the meeting of the Council, four ballots were taken to determine who should be acting Mayor. At the fourth ballot, Mr. Murphy having received a majority of all the votes cast, was declared to have been duly elected acting Mayor. A resolution instructing the Clerk to give notice for the election of a Mayor was lost. In reconsidering the vote accepting Col. Jarrot's resignation, and that appointing Mr. Murphy, acting Mayor, however, the Council instructed the Clerk to notify Col. Jarrot of their wish,

that he withdraw his resignation. This was accordingly done and the Colonel, at the next meeting, again graced the chair.

Fifth Municipal Election—Dennis Ryan elected.—The candidates for the Mayoralty at the election held on the 4th of April, 1871, were Dennis Ryan, Anton Cramer, Geo. W. Brackett and Edwin R. Davis. All these gentlemen received a fair share of votes. But the number required to elect, were cast for Dennis Ryan. He was, therefore, declared Mayor, and placed at the head of city affairs.

The new government comprised, beside the Mayor's appointees, Messrs. J. B. Bowman, Davis, Doyle, Gilchrist, McMullan, Scullen, Tefft and Vaughan. An inaugural address was delivered by the Mayor to the Council, upon its first meeting after the election.

Cahokia Creek.—The bridge approaches and embankments on this ancient stream, formerly named by the French Riviere a l'Abba, being threatened with removal by the washings of high water, Mr. Vaughan introduced in the Council on the 2nd of January, 1872, a resolution ordering the same to be secured. It was passed.

Public School Library.—Hon. J. B. Bowman serving the city as Alderman, sat on foot in the Council the movement which culminated in the fine Library in East St. Louis. He introduced a resolution on February 15th, 1872, providing room for a public school library in the office of the City Attorney, Hon. L. H. Hite. This resolution was unanimously adopted. The School Board, however, failed to establish the Library then for the schools.

Sickness of Mayor Ryan and appointment by Council of John McMullan, Acting Mayor.—When the Council met March 23rd, 1872, Mayor Ryan was absent by reason of sickness.

On motion of Mr. Bowman, Mr. Scullen was appointed Chairman *pro tem*.

The Council then proceeded to ballot for acting Mayor. Messrs. Bowman, Doyle and McMullan, were nominated. Mr. Bowman positively declined acting even if elected. Nevertheless, his name was continued in nomination. Two ballots were taken. The last narrowed the choice to him and McMullan. It stood two for Bowman, and three for McMullan. The latter was declared appointed.

CHAPTER V.

Mayor Ryan having recovered his health resumed his duties as Mayor.

FIRE WARDEN.

This office was established by the passage, in Council, of a resolution to that effect on the 27th of April, 1872.

CITY OFFICERS.

At the same Council meeting, also, the following appointees to the city offices received their appointments :

City Clerk—William O'Neil.

Marshal—Michael Walsh.

License Inspectors—M. Scott and T. Baugh.

Treasurer—Benedict Franz.

Collector—John M. Sullivan.

Assessor—Patrick M. Sullivan.

Calaboose Keeper—Richard Hennesey.

Market Master and Inspector of Weights and Measures—Daniel Sexton.

Fire Warden—John Degnan.

Attorney—Luke H. Hite.

Board of Health—Edward Barrett, Alex. Fekete, Patrick McCormack and Angus Gillis.

Chief of Police—John W. Renshaw.

Lieutenant of Police—John Hogan.

Ten policemen were also appointed, and the number limited to ten.

Hon. J. B. Bowman, Mayor *pro tem.* vice Ryan, absent sick, May 3, 1872.—Mayor Dennis Ryan remaining absent by reason of sickness, the Council, in executive session, on the above date, appointed Hon. John B. Bowman to fill his place.

City Auditor.—This office was created, and its duties defined, in Council, by resolution presented by the City Attorney.

DEATH OF MAYOR RYAN.

Resolutions of respect to the deceased Mayor, Dennis Ryan :—The death of Mayor Dennis Ryan having occurred, the government of this city passed appropriate resolutions. It was resolved that the City Council attend the funeral in a body, that the city

offices be draped in mourning for thirty days, and expressions given of the high esteem in which the deceased had been held by all who knew him, and particularly those who had intimate relations with him, and of the general and sincere sympathy for the bereaved family of the deceased.

EAST ST. LOUIS PUBLIC LIBRARY.

The Legislature having on March 7, 1872, approved "An Act to authorize cities, incorporated towns and townships to establish and maintain free Public Libraries and Reading Rooms," the Council premising that such an institution is now wanted in our city, passed, July 16, 1872, Ordinance No. 193, as follows :

An Ordinance creating the East St. Louis Library and Reading Room.

WHEREAS, By an act of the Legislature of the State, in force March 7, 1872, cities, towns and townships are authorized to establish and to maintain free Public Libraries and Reading Rooms; and such an institution is now wanted in our city; therefore

*Be it ordained by the City Council of the City of East St. Louis :—*SECTION

1. That there be established and maintained in the City of East St. Louis, for the use and benefit of its inhabitants, a Public Library and Reading Room, known as "The East St. Louis Public Library and Reading Room."

SEC. 2. That a tax of one mill, annually, on each dollar of the assessed value of taxable property in the city, be levied and collected with the other general taxes of the city, for the purpose of a library fund.

SEC. 3. That this ordinance be in force and effect from and after its passage and promulgation.

Passed July 16, 1872.

[SEAL.]

WILLIAM O'NEIL,
City Clerk.

Approved July 16, 1872.

JOHN B. BOWMAN,
Acting Mayor.

The Library thus authorized was organized August 13, 1872, and opened February 5, 1874.

It is one of the chief ornaments of the city, is well stocked with books, is well managed, and well patronized by the reading public. It contains busts of Lincoln, Douglas, Clay, Webster and Washington, in bronze. Its existence is owing largely to the energy and wisdom of Hon. J. B. Bowman, who is now its President.

Rules Relating to the use of Library and Reading Room.

SECTION 1. Any inhabitant of East St. Louis may borrow—one volume at a time—such books as are allowed to leave the Library, by first entering into bonds to the city of East St. Louis, for the use of the East St. Louis Public Library and Reading Room, in the sum of fifteen dollars, with security, to be approved by the President, conditioned for the prompt return of any book loaned to him or her, in as good condition as received, in the time limited for its return; and in case of default, loss or damage of such book, to pay the catalogue value of the same. Upon the approval of such bond, the Secretary shall issue a card to such person, with his or her name inscribed thereon, permitting such person to borrow any work not prohibited to be loaned, which permit shall be in force for one year. Persons not residents of

this city may enjoy like privileges by filing like bond and paying the sum of three dollars.

SEC. 2. The privileges granted in consequence of filing the bond mentioned in the preceding section may be revoked, at pleasure, by the Library Board, or the security.

SEC. 3. Each person entitled to draw books from the Library must produce his or her card whenever a book is taken, returned or renewed. If a card is lost, the person to whom it was issued shall notify the Librarian thereof, and two weeks from such notification the Secretary shall issue a new card to such person.

SEC. 4. Books may be retained two weeks, and may be once renewed for the same period. Application for renewal must be made within the first fourteen days. Books of recent purchase, labeled "Seven day book," cannot be retained more than one week, and cannot be renewed.

SEC. 5. A fine of three cents a day shall be paid on each volume which is not returned according to the provisions of the preceding rule.

SEC. 6. If any person shall lose or injure a book, he or she shall make the same good to the librarian; and if the book lost or injured be one of a set, he or she shall pay to the Librarian—for the use of the Library and Reading Room—the full value of said set; and may thereupon receive the remaining volumes as his or her property.

SEC. 7. No person shall be permitted to receive a book from the Library until he or she shall have paid all sums due by him or her to the Library and Reading Room, and make good all damages and losses which he or she may have occasioned; and no person shall receive a book until the one previously loaned be first returned.

SEC. 8. Any person abusing the privileges of the Library or Reading Room, by unbecoming conduct, or by the violation of any of the by-laws or regulations, by defacement of a book, pamphlet, periodical or paper, by writing in or on it, or in any other way, shall be reported to the Directors as soon as may be, and by them excluded from the Reading Room or Library, for a time, or permanently, according to the nature and degree of the delinquency or default; but in case of any gross offense the Librarian, Acting Librarian, or his assistant or assistants or representatives shall act summarily in the matter, and cause the offender to be at once excluded from the building, or take such action as the case may require, reporting the same to the Directors as soon as possible, for their final decision.

ST. LOUIS NATIONAL STOCK YARDS.

At the Council meeting on July 17, 1872, covenants of mutual advantage were given and received by the city and the above company.

The company agreed to construct a magnificent hotel of stone and brick, to cost not less than one hundred thousand dollars, and to construct Stock Yards to exceed in importance, magnitude and completeness any like institution of the kind in this country; the hotel to contain broker's offices, commission offices, telegraph office, post office, and all modern conveniences for living and for transacting business.

And the city covenanted to abstain from infringing, by constructing streets, avenues or any city improvements, or otherwise, upon the survey of land No. 627, owned by said company, and devoted by them to the purposes of a truly great National Stock Yard.

In testimony of the above covenants, both parties thereto, the city of East St. Louis through Acting Mayor John B. Bowman and Wm. O'Neil, City Clerk, under an order from the City Coun-

cil to that effect, given on the seventeenth day of July, 1872, attested by the City Seal, and the St. Louis National Stock Yards aforesaid, acting through Archibald M. Allerton, their Manager and Attorney in fact, on the day aforesaid, interchangeably executed duplicate originals thereof.

FIRST CITY AUDITOR.

Mr. James W. Kirk was elected to the office of Auditor on the 17th of July, 1872.

FIRE DEPARTMENT.

A Babcock Hook and Ladder Truck, costing \$975, was contracted for by Mayor Bowman, and ratified by the Council, January 22, 1873; said Extinguisher to have 500 feet of hose and two tongues—one for men and one for horses.

CITY CLERKS.

John O'Reilly was appointed. April 10, 1865, Town Clerk, and held the office till 3d July, 1865.

Mortimer Millard was appointed Clerk on 3d July, 1865. Removed on 3d December, 1866.

Wm. O'Neil was appointed 3d December, 1866, and holds it at the present writing.

CITY MARSHALS.

Timothy Canty was appointed 24th of April, 1865; held office till 1st April, 1871, when he was removed.

John Hogan was appointed on the 1st of April, 1871, to fill the vacancy.

Michael Walsh was elected April 29, 1871, and has held the office to the present time.

CITY TREASURERS.

Francis Witiram was appointed City Treasurer 14th April 1865. Having removed to St. Louis, his office was declared vacant July 8, 1869.

On that day Benedict Franz was declared Treasurer, and he still holds the office.

EAST ST. LOUIS FIRE CO. NO. 1.

A resolution (No. 302) ordering the purchase of a lot and building of a house for this company was adopted January 22, 1873.

GRADE AND SEWERAGE IN CAIRO, CHICAGO, NEW ORLEANS AND EAST ST. LOUIS.

Acting Mayor Bowman presented a report to the Council Sept. 25, 1872, in which he stated that he had, under their orders, engaged an acting City Engineer in the person of Mr. T. M. Long, of Alton. He recommended his appointment as regular City Engineer, and that the Council employ Mr. Long to visit Chicago and New Orleans, examine their systems of *Grade and Sewerage*, and with those examples before him to apply the best scientific knowledge and practical aid to devising and executing for East St. Louis the best plans of drainage and grading of old and new streets and avenues. Through Mr. Bowman's influence passes were furnished Mr. Long for the above purpose by the roads leading to the cities named. Under the directions of the Mayor he examined the drainage and sewerage of those cities, and observed their practical effects. Returning to this city and being furnished by the Council with the needed corps of assistants, surveyors, draughtsmen and helpers, he gave the dykes, avenues, streets, alleys and sidewalks the benefit of his engineering skill, science and observation. The results are very gratifying. Streets which, by reason of private interests, ran in different parts of the city to different points of the compass, now run in one direction, and are uniform.

SIXTH MUNICIPAL ELECTION—HON. J. B. BOWMAN ELECT.

On the 1st of April, 1873, Hon. John B. Bowman received a majority of 500 votes for Mayor, and entered upon the duties of the office.

At this election was submitted to the people, also, the question for or against "City Organization under the General Law." The vote stood 63 votes *for* and 503 votes *against* such organization. With the defeat of this question, also, was defeated that of minority representation in the Council.

There were also elected at the election on 1st April, 1873, the following Aldermen :

Anson Gustin, John Niemes, John Benner, John Doyle, Joseph Ryan, John Scullon, John V. Tefft, Cornelius Buckley.

This Council appointed the following gentlemen to the respective offices :

Wm. O'Neil, City Clerk ; Luke H. Hite, Attorney ; Benedict Franz, Treasurer ; Michael Walsh, Marshal ; Richard Hennesey, Calaboose Keeper ; Daniel Sexton, Market Master ; James W. Kirk, Auditor ; Patrick Boyne, Fire Warden, 1st Dist. ; Daniel Branningham, Fire Warden, 2d Dist. ; John W. Renshaw, Chief of Police ; John Hogan, Lieutenant of Police, and ten Policemen ; Patrick Canty, Street Inspector West Division ; William Benson, Street Inspector East Division.

BUYING EARTH.

This became necessary in May, 1873, and was authorized by resolution.

THE ST. LOUIS BRIDGE COMPANY

Was bound to East St. Louis on July 1, 1873, in the sum of sixty thousand dollars, to reimburse parties in East St. Louis whose land should be damaged by the building of the eastern approach to the Eads bridge, by the payment to the authorities of East St. Louis, for the use of the owners of such damaged property, a sum equal to its value.

In consideration of this bond the Council of East St. Louis granted the right of way over Crook and other streets. Therefore the eastern approach of the Eads bridge was accordingly located where it now is.

COLLECTOR AND ASSESSOR.

These offices were filled at this same session of the Council, July 1, 1873, by the appointment of John M. Sullivan to the first named, and of Patrick M. Sullivan for City Assessor.

PERMANENT GRADE AND SEWERAGE.

Mayor Bowman presented to the Council at its session, on July 1, 1873, a lengthy and forcible paper containing recommendations for the establishment of a public park—a public breathing place, as he happily termed it—and for the making of several other public improvements. This paper shows great depth of reflection and wise foresight into the future needs of the city. He also recommended means whereby these improvements could be made. The most important of these measures was that of fixing a permanent grade for streets, assuring forever the health of the city, by placing the grade above the highest water marks, and establishing a grand and economical system of sewerage, well fitted to rapidly remove all filth and causes of disease from the city. He presented an elaborate scientific report upon the Grade and Sewerage of East St. Louis, with estimates of their cost by Messrs. Flad and Whitman.

The figures and arguments adduced by the Mayor and by the scientific minds of the Messrs. Flad and Whitman upon this all-important subject, on which so many others impinge, afford conclusive proof that regarding the interests of the future, as well as of the present, the joint system of Grade and Sewerage thus recommended were correct. The report showed that to inaugurate this grand public work would involve grading Christy avenue and Missouri avenue from the river to the St. Clair county turnpike. Grading Broadway from the creek to Collinsville plank road. Grading Collinsville plank road from Broadway to city line. Grading St. Clair avenue from Collinsville plank road

northwest to city limits. Building a bridge over the railroads on Missouri avenue. Carrying St. Clair avenue under the railroads between the Collinsville plank road and the Stock Yards. Construction of the main sewer commencing at the river on Trendley street, through by Vaughan's dyke to Main street, to Broadway, to Collinsville plank road, and through this road to St. Clair avenue. The sewer to be constructed of brick, and furnished with all necessary man-holes, street basins, and house lateral connections. The length of the sewerage would be about 10,000 lineal feet. The scientific report estimates the total cost of this great work, lying at the foundation of the prosperity of the city, as follows:

We estimate the total amount of filling required to grade the streets mentioned as being:	
Three hundred thousand cubic yards, at 35 cts. per yard.....	\$105,000
Ten thousand lineal feet of brick, sewer complete. at \$9 00 (average)	
per foot	90,000
Cut at St. Clair avenue	10,000
Bridge on Missouri avenue (iron).....	24,000
	<hr/>
	\$229,000

If the bridge be of wood it will be \$12,000 less.

Total cost of improvement	\$217,000
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Thus bringing the cost to less than a quarter of a million dollars.

Mr. Henry Flad, of the above firm of engineers, furnished the calculations for the construction of the Eads bridge across the Mississippi river. This was a gigantic triumph of scientific knowledge on the part of Henry Flad, joined to the engineering skill of James B. Eads, which in reality, at this point on the great river, binds the East to the West with "hooks of steel," and literally rivets their bands of union.

The reports of the Mayor and Engineers were adopted by the Council.

Subsequently the Council passed a resolution announcing that they were ready to proceed with the work, by advertising for bids, etc. At this point, however, an injunction was obtained from the Circuit Court restraining the city from executing these plans for the present. So here the history of this vast work rests. It is proper to state that Mayor Bowman for six years as Mayor and Councilman has labored earnestly to place the city upon the above firm foundation. East St. Louis, however, has this year not been troubled, while towns on the Ohio and elsewhere have been submerged by high water.

In the territory of Holland the dykes there surround the parts exposed to the sea. Inside of these are great surface sewers into which the country is drained. At proper points on these outer drains are immense reservoirs, where the great drains convey their surplus water in the spring. These are emptied over the walled dykes into the sea, the means employed being pumps which are run by the wind. Steam might be used. This method of surface draining having proved economical and effective in the old world, might, with profit, be applied in the new, where localities are in danger of inundation.

CHAPTER VI.

EAST ST. LOUIS GAS LIGHT AND COKE COMPANY.

This company having obtained the right by Ordinance from the city to erect and operate gas works, lay down main, street and lateral house pipes, and put up lamps for the efficient lighting of the city with gas, on July 23, 1874, petitioned the Board of Aldermen to assure to them the exclusive right of lighting the city of East St. Louis. The petition was granted.

EAST ST. LOUIS RAILWAY COMPANY.

On January 17, 1872, the last of three ordinances was passed, which granted the right of organization and active powers, to construct a street railway from the bridge approach to the National Stock Yards, to the East St. Louis Railway Company.

The company was authorized to construct the road with single or double tracks, switches and necessary turnouts. The street on which the tracks were to be laid were as follows: Dyke avenue, Third street of the platted town of East St. Louis, Front street and Collinsville plank road street or Collinsville avenue, and others, with the reservation to the city, that after the lapse of thirty months, if said street were unoccupied for railway by the said company, that the right might be granted to any other parties to go and occupy the same.

The company fulfilled the contract of its charter on the 18th of July, 1874, since when cars have been run every hour of the day.

METROPOLITAN POLICE.

The law under which this force was organized, was passed and approved February 22, 1867.

After having organized and serving with efficiency up till September 17, 1871, it was then ascertained to have been founded on an error. Resolution No. 83, was passed in the Council protesting against the so-called Metropolitan Police, and commissioners.

Also a resolution was passed on February 5, 1868, John B. Lovington Mayor, whereby all the acts done by any person under the supposed authority of the so-called Police Commissioners of the city of East St. Louis were illegal and void. Notwithstanding these and similar resolutions, a complete police force had been organized and employed as stated, for months by the so-called Police Commissioners, who issued certificates of

indebtedness to the officers and men of the force so employed. A public sale of these certificates took place on January 5, 1869, and others subsequently. They brought only 24 to 26 cents on the dollar.

The following extracts from the legal opinion of the Mayor as to the equity of the claims is of interest to the holders of the certificates. "It seems clear that the commissioners who issued these certificates, were not city, but State agents. The Supreme Court of our State says that they were not city agents, and could not bind the city. Their police was not a city, but a State police. These commissioners were appointed by the Governor, and confirmed by the Senate, without consulting our people; they had, and were to have sole control of their police, and were not even required to account to the city for their expense, but solely to the legislature and a committee appointed by it.

Does this not make them a State police, and the cost of the same, a State expense? Does it not fix the liability, to pay this police upon the State instead of the city? Whether the State will pay this, the city cannot decide; but to be just it should do so, in fact, should have done so long ago."

THE MONEY VALUE OF EAST ST. LOUIS.

As shown by the County Assessor's books, for that year was as follows:

Amount of real estate.....	\$3,444,606 00
Amount of land and wharf.....	1,449,245.00
Amount of personal property.....	490,221.00

Total amount of assessments.....\$5,384,072.00

Accretions west of Ferry Division and of Survey 786.....\$ 102,000.00

Grand Total.....\$5,486,072.00

[Auditor's report.]

HIGH GRADE.

Mayor Bowman, at a Council meeting on February 4, 1875, reported that in accordance with the provisions of Ordinance No. 250, he caused the City Engineer to make an estimate of the fill required to bring all the streets, avenues and alleys of the city to the grade proposed by that ordinance, and the above Auditor's report to be made of the taxable property of the city. The amount of earth required by the above estimate, was two millions seventy-six thousand three hundred and twelve cubic yards.

The Mayor reported also, that in anticipation of the grade work above, to be commenced under the ordinance establishing the permanent grades of the streets, he communicated with Col. Henry Flad, of St. Louis, with a view of securing his services as Consulting Engineer, should the Council desire to avail themselves thereof; that as a result of such communication, he would submit the following letter, and proposal of Mr. Flad.

LETTER OF COL. HENRY FLAD.

St. Louis, February 4, 1875.

HON. J. B. BOWMAN—*Dear Sir:* In reply to your favor of the 2nd inst., I beg leave to inform you that I shall be glad to assist you with professional advice whenever desired, as I have always taken a very lively interest in the progress of your city, whose fortunes are so closely connected with those of our city. It is difficult to name a definite sum, as remuneration of services rendered, as long as the amount of work required of me is not known. But I will agree to give to your city my professional services, as advisor at \$75 per month. Drawing, etc., I would furnish at actual cost.

Very Respectfully,

HENRY FLAD.

THE INJUNCTION OF MARCH 6, 1875.

A communication to the Council of East St. Louis, dated March 11, 1875, relative to the writ of injunction throws a flood of light upon the whole proceedings, for or against high grade and sewerage.

On the above date, Mayor Bowman submitted to the City Council, the following communication:

"To the Honorable City Council—On Saturday noon, March 6, 1875, a notice was served on me as Mayor, that an application would be made by John B. Lovingson, Maurice Joyce, John O. Butler, L. M. St. John and Andrew Wettig, through M. Millard and Chas. Conlon, their solicitors, to the Hon. W. H. Snyder, Judge of St. Clair Circuit Court at Belleville at 3 p. m., same day for an injunction against the city proceeding under Resolution No. 384, and Ordinance No. 256, relative to commencing the building of sewers and raising streets to grade, etc. No time for the convening of the Council intervening, I at once engaged Messrs. T. H. Hite City Attorney and R. A. Halbert, for the city to resist the application. Arriving at Belleville, it was found that the Judge was not in the city, and by agreement the application was deferred to the same court and place, until Monday, March 8, at 2 p. m. At the time and place last mentioned, all parties appeared. The petitioners prayed for an injunction to restrain the city from doing the work and making the appropriation described in said resolution and ordinance on the following three grounds:

1. That Section 4, Article III, of the City Charter, limits the right of the city to contract debts to \$100,000.00, and being already so much in debt, for want of available credit, should not be permitted to engage in the contemplated work.

2. That Section 12, of Article IX, of the State Constitution, limits the power of the city to five per cent. on the assessment of taxable property in the city as equalized by the State Board of Equalization. They represent this to be \$3,675,699.00, thus allowing an indebtedness of \$183,783.40 100. They claim that the present debt of the city already exceeds that amount, claiming that unpaid Treasury Warrants afloat are part of the debt con-

templated and limited by the State Constitution, just as much as the funded, bonded or interest bearing debt of the city.

3. That the work of sewerage and raising streets to grade, can only be done at the expense of special assessments and not as a general improvement at common cost.

The short time allowed to meet the allegation in the petition did, however, not prevent us from presenting by concise and correct statements, made under oath, by city officers J. H. Kirk, Auditor; Wm. O'Neil, Clerk; B. Franz, Treasurer; John M. Sullivan, Collector, and H. Koch, City Engineer, having charge, care and custody, of the respective accounts and records of the city, the true condition of things relative to the city, involved in the case at hand. These statements show:

1. The value of taxable property in the city, ascertained by the last assessment made thereof, by the County Assessor for the State and county taxes, to be \$5,486,072.00; hence the constitutional credit of the city—five per cent. thereon, is \$274,303.60-100.

2. The interest bearing bounded debt of the city to be \$143,500, and the floating claim against the city, represented chiefly by Treasury Warrants issued during the last year, not to exceed \$57,000.

3. The tax for 1874, now in course of collection, levied for the purpose of paying these floating claims, etc., together with delinquencies from the tax levy for 1873, to be \$91,000, and the special assessments made by the City Engineer in pursuance of the charter for macadamizing Front street, etc., to be \$68,000.

The facts alleged—the figures so given, were not controverted—were not questioned. The fate of the injunction seemed to—and did, depend upon the construction of the constitutional limitation on two points:

1. Whether the assessment of the taxable property in the city, made by the County Assessor or the equalization of it by the Board of Equalization should govern in determining the debt the city had a right to contract, the one made this value \$5,486,072, and the debt limit \$274,303.60, and the other this value \$3,675,669.00, and the debt limit \$183,783.45

2. Whether Treasury Warrants, outstanding and provided for with a regular tax levy now in course of collection, present any part of the debt contemplated by the constitutional limit spoken of.

The Honorable Judge gave it as his opinion that the equalized value governs, and not the assessment made by the County Assessor, and that Treasury Warrants are of the kind of debt limited by the State Constitution to five per cent. on the value of the taxable property in the city, thus plainly, by showing that the city's constitutional credit at this time, is only \$183,783.45, and its constitutional debt, not only \$143,500.00 in bonds, but that there must be added the following claims of \$57,000.00, making a total of \$200,000.00. This is a greater sum than allowed by law under his holding. Therefore the city not having any available credit

by the light of his construction of the law he granted the injunction. I will add, that in granting the writ, the Judge suggested that in his opinion, the first and third ground of the petitioners were untenable, viz: That Section 4, of Article III, of the City Charter did not limit the right of the city to incur debts for corporate purposes to \$100,000, and that the proposed sewers and raising of streets to grade, need not be made with special assessments, but as indicated in the ordinance as a general improvement, at common cost, and that only the want of legitimate credit at the disposal of the city, as he held, prompted him to stay, for the time being, a task so necessary for the health and security of the people of East St. Louis.

The injunction is a temporary one. It may be taken up for final disposition by the court which granted it, at any time, on five days notice. Or it may be suffered to lay over to the next general term of the St. Clair Circuit Court. The petitioners were held to give and gave bond in sum of \$5,000 with Vital Jarrot, as security.

The news of the injunction at once spread widely, and, as a matter of course, deterred a great many bids in preparation for the work. Concerning bids which are nevertheless reported, I can only suggest that they, with the accompanying deposits, be at once returned to the respective bidders.

It is my opinion that the subject of the injunction deserves prompt action and pursuit to the earliest possible adjustment of the questions involved by the court of last resort in the State. It is for you to say whether or not such shall be done.

Respectfully,

J. B. BOWMAN, Mayor.

SEVENTH MUNICIPAL ELECTION.

This was held on the 6th of April, 1875. It resulted in the election of Hon. Samuel S. Hake, to the office of Mayor. His opponents were Messrs. Vaughan, Stack and Jennings. Mayor Hake received a plurality of 211 votes over Patrick Vaughan, 723 votes over Patrick H. Stack and 800 votes over Thomas C. Jennings, and a majority of 123 votes over all. John M. Sullivan was elected Collector; Timothy J. Canty, jr., was elected Assessor; Maurice Joyce was elected Alderman from the First Ward; John Niemes from the Second Ward; Nicholas Colgan from the Third Ward; Christian Rohm from the Fourth Ward; Wm. O'Niel, Clerk and Michael Walsh, Marshal.

The remaining Councilmen who already held office. were as follows: John Doyle, Patrick W. Vaughan, John Benner, John V. Tefft.

CONVENTION OF THE COUNCIL.

On May 4, 1875, Mayor Hake convened the Council, and communicated to it, an excellent address upon taking the chair.

He recommended retrenchment in expenses, and endeavors on the part of the eleventh Council looking toward the advancement of the city of East St. Louis, to her destined place, that of second, to but one in the State.

A series of rules for the better regulation of the business of the Council were then adopted. Since then the present administration has gone vigorously forward in the vigilant discharge of its official duties. A most noticable feature of permanent improvement is the placing of stone crossings wherever needed through the city. These add greatly to its beauty and to its desirability as a place of residence.

CHAPTER VII.

The sun is the source of heat and light. The heat of our coal was at first derived from the sun when the vegetation was growing which formed the coal. It has been latent heat for ages, and now, when freed, gives light and heat—the sun's light and heat—to our parlors.—[Prof. Mitchell.]

THE FIRST COAL IN THE UNION WAS FOUND IN ILLINOIS—HEAVIEST BED OF COAL CLOSE TO EAST ST. LOUIS.

The State of Illinois is all—except the extreme north, the west edge, and the southwest part—underlaid with coal. Nowhere is the supply greater nor more convenient than in the Belleville district. The first discovery of coal in the United States was made at Ottawa, Illinois, by Hennepin, in the latter part of the 17th century. St. Louis obtains its principal supply of bituminous coal from what is known in coal regions as the Belleville district, in St. Clair county, Illinois. It is brought to East St. Louis by the St. Louis and Illinois, commonly known as the Pittsburg Railroad. This Railroad is only 12 miles long, from East St. Louis to Belleville, but it intersects the western boundary of the coal measures at Centerville, six miles out from East St. Louis, and runs six miles through the coal field. St. Clair county contains 450 square miles of coal, or three-fourths of the county, embracing all the central and eastern portions, with a thickness of about 300 feet of the lower and most productive of the coal measures, embracing five coal seams, only two of which, however, appear to be of economical value at this time.

In 1871 there were transported by this railroad, from Belleville and Centerville to East Louis 361,630 tons. The last United States census reports the coal production of St. Clair County at 798,810 tons. This is, therefore, by far the most productive, and, in that respect, the most important coal region in Illinois. The thickest coal seam out-crops in the river bluff and along the western borders of the coal measures in the southwest portion of the county. The dip is very moderate, not more than five or six feet to the mile, and is in an easterly direction, or a little north of east, and in consequence the coal lies deepest below the surface in the eastern portion of the county, and crops out to the surface near East St. Louis. The Belleville coal seam, No. 6, is the principal one worked, and it was probably the first ever worked in the State. Its natural out crop along the bluffs, in such close proximity to St. Louis, called attention to its value at an early day. Its general thickness in this county ranges from five to seven feet,

and it has a solid limestone roof, so that it can be worked with safety and in the most economical manner.

This coal is generally quite regularly stratified, and the two upper layers, which vary in their aggregate thickness from 16 to 24 inches, are much the purest in quality. It is usually separated from the lower coal, and sold at about three cents per bushel higher, as a blacksmith coal; thus: heating coal, six cents; blacksmith coal, nine cents per bushel.

The lower coal contains more sulphuret of iron, but the quality varies somewhat in various mines, and no general description would be applicable to every locality. Sometimes there is a foot or more of bituminous shale above, and a thin bed of clay shale below, but sometimes both are absent, and it is by no means uncommon, either in this or the adjoining counties, to find coal directly enclosed between two beds of limestone origin, containing fossil shells in abundance, which is a very unusual occurrence elsewhere. The main coal seam, No. 6, has been opened at many points about Belleville, and the river bluffs back of the out crop. It is reached by twenty-five shafts, sunk to the depth of from 50 to 150 feet. In Alma shaft the coal was found at a depth of 170 feet below the surface, and the seam is seven feet thick. It is the same thickness at Mascoutah, at 132 feet deep, and 6½ feet thick at Urbana or Freeburg, and about the same depth below the surface.

In the southern part of the county the Belleville coal is opened at many places along its out crop, and retains its full thickness of about seven feet. Everywhere it seems to be from six to seven feet thick.

It will be seen that the coal measures underlie all the highlands in the county of St. Clair, except a narrow belt from three to five miles wide across the southwest border, and the land is also among the most productive agricultural lands in Southern Illinois. The analysis of the Belleville coal shows the following results:

	Specific gravity	Loss in coking	W't of coke.	Moist use.	Vol'p. matter	Carbon in coke	Ash.	Carbon coal.
Casey's mines..	1.304	39.8	60.2	6.0	33.8	55.2	5.0	55.3
Pfeiffer's mines...	1.293	44.3	55.7	8.5	35.8	51.2	4.5	57.5
Belleville mines..	1.293	45.0	55.0	5.5	39.5	49.6	5.4	54.6
Dill & Knapp's..	1.340	42.51	57.49	4.43	38.8	44.48	13.9	54.28
Churchill mine..	1.315	45.40	54.60	6.00	39.40	45.70	8.90	52.63
Belcher mines....	1.296	44.66	56.34	8.10	35.56	47.74	8.60	54.50

Prof. Worthen says that from the analysis, the Belleville coal will compare favorably with the average of bituminous coals from other localities either of this or adjoining States.

CHEAP COAL IN EAST ST. LOUIS.

Coal is cheaper in East St. Louis by the cost of transportation

across the Mississippi. It is brought in wagons and cars on a down grade, six or eight miles from the out crop in the bluffs to East St. Louis. The process at the mines is as follows :

After the coal is mined the cars are drawn horizontally up grade into the mine by a mule. The mule is detached; the cars filled, started out of the mine by hand, and carried down grade by their own weight to a trestle at the entrance. Here they are dumped. Coal cars receive the falling coal. These are standing ready to receive it. When full the coal train starts and moves a considerable distance down grade, unaided. Engines are then attached, which complete the transportation to East St. Louis.

ORIGIN OF COAL AND METHOD OF ITS FORMATION.

The opinion now held by Geologists is that the vegetation from which coal of the carboniferous age originated was similar to that of the peat bogs now found in nearly all parts of the world. The examination of coal does not afford evidence of its having been produced from the flattened trunks or more solid parts of trees, but it abounds in fragments of the leaves and occasionally extremities of branches and fronds, or leaves of the kind which retain the stalk when they fall off. In anthracite coal, the process of liquifaction and carbonization, or perhaps it should be called crystallization, has obliterated all traces of the original vegetable matter; but, as we go farther westward, we find some kinds of bituminous coal which appear to be composed of minute leaves and fibres matted together. This vegetable matter was of fresh water species. A large part of the vegetation of the coal era or age of the world is composed of ferns of incredible size, sometimes measuring 60 feet in height. Therefore, as to the composition of the coal slates (next the coal) you must disbelieve the evidence of your own eyes, to deny the presence of vegetable matter, where they had their origin, for you see in them the daguerreotyped likeness of plants, leaves, roots, trunks and branches. But as to the coal itself, the evidence to the naked eye, of its vegetable nature, is not apparent, as it does not show impressions of plants like the slate rocks. The slate found in coal is supposed to have been mud.

"Coal, it may be easily demonstrated," says Prof. Newberry, "has been derived from the decomposition of vegetable tissue, which represents one of the different steps in the formation of coal. Peat is bituminous vegetation, generally mosses and other herbaceous plants, which, under favorable circumstances, accumulate in marshes called peat bogs. Lignite mineral coal, retaining the texture of the wood from which it was formed, and burning with an empyreumatic odor, is the production of a similar change effected in woody tissue, and, because it retains to a greater or less degree the form and structure of wood, has received the name it bears.

Peat is the product of the present period, and lignite is found

in deposits of recent geological age. In the older formations, these carbonaceous accumulations are still further changed, and form bituminous coal. When special and local causes have operated to carry the change still further, as when the beds of coal have been involved in the upheaval of mountains, and heat acted upon it, it is converted into anthracite. When this metamorphosis has been carried still further, the result is plumbago, or black lead." So that this is the genesis and genealogy of the lead pencil, with which these paragraphs about coal are written. Its parent, a fern; its age, thousands of years.

The foundation of the above article on coal is extracted chiefly from "The Coal Regions of America," by James Macfarlane, Ph. D., 1875.

D. Appleton & Co., 549 and 551 Broadway, New York.

COAL CAN BE DELIVERED TO ANY PART OF EAST ST. LOUIS ON RAILROAD TRACK
OR SWITCH AT SIX CENTS PER BUSHEL.

There are 80 lbs. in a bushel; 2,000 lbs. in a ton. There are as many bushels in a ton as equal the number of times which 2,000 lbs. contain eighty lbs.; equals 25 bushels; $25 \times .06 = \$1.50$ per ton, far cheaper than cord wood in the forest regions. It can be delivered to the manufacturing establishments of East St. Louis at from one-third to one-half less than it can be delivered west of the river.

Tracks can be run from almost any road to any furnace door. Coal can be contracted for by the year, and thus this great want be conveniently and cheaply met.

RULE FOR THE MEASUREMENT OF COAL IN THE MINE.

The miner's rule for the above measurement is that in a square mile, equal to one section of coal, one foot thick, there are one million tons of coal.

All that is needed, therefore, to estimate the number of tons of coal under a township or county, is to reduce it to square miles and multiply the number by the number of feet, showing the thickness of the coal bed. The product will be the number of tons under the land.

St. Clair county contains 1,030 square miles. The coal bed underneath is 7 feet thick. This is seven million tons of coal to the square mile. This, multiplied by 1,030, gives Seven Billions, Two Hundred and Ten Millions Tons of Coal which underlie the grand old County of St. Clair.

ENOUGH COAL TO LAST FOR AGES.

All this coal is of easy access by rail on a down grade to the very doors of the furnaces of the East St. Louis manufactories, costing but \$1.60 per ton delivered.

COAL MINING IN DETAIL—BY A MINER.

Appended is a document which appeared in the Belleville Democrat, during August, 1875. which is of interest to coal producers and consumers. It will be seen that an immaterial advance of a cent per bushel in price is asked by this union :

Platform and Constitution of the Reorganized Miners of St. Clair and Adjoining Counties :

Resolved, 1st. That we demand three cents per bushel for mining, and will take no less.

2d. That we have fair and just railroad weight, and are paid twice a month—upon the 5th and 20th of each month.

3d. That no coal mine shall have a screen to exceed one inch between the bars of said screens.

4th. That we will not mine coal for any coal mining company that will sell coal for less than seven and one-half cents per bushel in the coal yard on this side of the river, and eight and three-quarter cents in the yard on the Missouri side, and eleven cents per bushel when delivered in or with wagons.

5th. That we will not mine any coal for any coal operators who will sell coal to another operator when his miners are on a strike, when the same is made a known fact.

We have given the above resolutions due consideration, and do not see in them anything that is of an extortionate or tyrannical character. It is a known fact that less than three cents is not a living price for mining coal, though we will admit that three cents is more than we have had for the last nine months ; but in viewing our condition we also know that we have been going in debt all the time, and many of us cannot get out of debt in the next twelve months, even at three cents and steady work. As for steady work, we know that we cannot all get it ; and let me say, right here, that if the grocery men and butchers were to stop giving us credit, we would be starving, or else stealing for a living. These statements are facts. This being the case, most assuredly we are entitled to a fair price for our labor. The 2d, 3d, 4th and 5th of our resolutions are to protect the three cents for mining. Past experience has taught us that when the warm season comes there is not work for us all. Then we forget our brother coal miner, and only think of self. Then in order to get steady work we come down on the price. Some coal boss will say to the miners that are working for him, "Boys, there is a contract to be let, and if you miners will take two and three-quarters or two and a-half

cents per bushel, and say nothing about it, I can get that contract, and you will have steady work." The answer will be, "all right; go ahead and get the contract." The contract is then taken at a reduced price that will not allow three cents for mining. Then go to these men and ask them how it is, and they will reply, "I don't know; we are getting district prices." That is the beginning of the reduction of price, and the downfall of our Union. Now, I claim that a uniform price in the market will show every one of us that the coal is sold for a price that is not too high for the consumer, and will give the miner three cents for mining. But when sales are being made every day that show clearly to other coal operators that they cannot sell so low and save themselves, it will naturally be supposed that the miners are mining cheaper, and generally they are right; so there comes strife and contention with the coal operators, and also with the miners that are at work at some other mine. They cannot see how it is that such a coal operator can make anything on that contract. If he does, he is bound to cheat his men in some way. The fact of the case is, his miners have told him what to bid, or at least they told him what they would do—how much cheaper they would mine if they could get steady work. So the contract is taken at such low figures that no other coal operators can sell coal at the same price without losing money. If he does not sell at the same price he will lose his trade. So he begins to grumble with his miners, stating that there is something wrong. By this time there is another contract to let. Then they go for it at the least price—perhaps a half-dozen bids in, with an understanding with the men that they will mine under price if they get the contract. When the bids are opened they find that their black bids are nowhere by the side of some other black bids. After they and their black bids are defeated, then their miners curse and fume and swear that they can dig coal as cheap as any blacklegs that ever lived, so down goes the price for mining, and down goes the price in market. When we look fairly into the coal business we perceive that the whole cause of the price coming down is through the miners and operators, not through the consumer. That taken for a fact, we can safely say if we fail to get a living out of the trade it is our own fault. The consumers must have coal, and will pay a living price for it if we will demand it, but we must not demand an unreasonable price. We must at all times take into consideration the condition of the country financially, and base our demands in proportion. Now, three cents is a very low price for mining this coal, and seven and a half in the yard is cheap on this side of the river. Eight and three-fourths is cheap on the Missouri side in the yard, and eleven cents delivered is equally cheap. For proof:

Three cents for mining.....	3
Two and a half cents for freight.....	2½
One half cent for royalty.....	$\frac{1}{2}$
One and a-half cents for hoisting and margin.....	1½
<hr/>	
In the yard on this side.....	7½
Shipping across the bridge.....	1½
<hr/>	
In the yard on the Missouri side.....	8½
<hr/>	
Three and a half cents for hauling and delivering this side of the river.....	7½
Hauling from river.....	3½
<hr/>	
Delivered by wagon.....	11

These are the ideas I have in regard to the miners re-organizing their Union; that is, if done so as to be of any force. There is a possible chance for the coal operators to form an exchange. If they should do so, and conduct it honestly, and not extort on the consumer, it would be a good thing.

BIRKNER STATION.

CHAPTER VIII.

INLAND OIL WORKS.

"Oil the wheels of commerce."
 "Keep your lamps trimmed and burning."

Gunneson, Hamilton & Miller, office 212 N. Third, St. Louis, Mo. Branch of "Buckeye Oil Works," Cincinnati, Ohio. The East St. Louis works situated north of Indianapolis and St. Louis railway. These works were finished by A. Gunneson & Co., in September, 1870. Manufacture all sorts of lubricating and burning oils, candles and greases for railroad and other machinery and head-light oils for engines.

EAST ST. LOUIS FLOURING MILLS.

"Thou art happier than I, O, miller of the Dee."—[King Henry.

Charles Hezel, Proprietor.

This was first built by F. H. Krite and A. DeClausel, for a saw mill in 1855, near the Belleville depot. It was built under a grant by the Belleville and Illinois railway. There was a tank in the mill that held 80,000 gallons of water. From this the railroad company's locomotives were supplied with water at \$5 per day. DeClausel sold in 1861, to Gruber, Schenneberg & Heckler. In 1861, it was changed by them to a flouring mill.

In 1865-6, a large four story brick mill, of substantial build, with complete machinery for a first-class flouring mill, was built. It was operated by Notley, Krite & Co. In November, 1866, this fine structure burnt down, involving a heavy loss to the proprietors. Immediately a new building was erected on the same site. It was operated by the same firm until 1868. In 1868, the mill was sold to Charles Hezel, by whom it has since been conducted to the present time. Mr. Charles Hezel has since expended for improvements on the mill more than its purchase cost him. He has put in it additional machinery of the latest improvements, and erected a grain elevator in the rear. Also one of the best kilndryers in the West, for drying corn, in the manufacture of his celebrated kilndried corn meal.

CAPACITY.

This mill is able to make from 275 to 300 barrels of flour, and

over 400 barrels of kilndried corn meal per day. It has seven run of stones. Three for meal and four for flour.

In five years, eighty thousand dollars have been expended by Mr. Hezel for the single item of labor, in the conduct of his business. He hopes that some changes in the location of the tracks of the St. Louis and South-Eastern railway, now running near the mill, from Missouri avenue to Broadway cutting off and often blocking out custom by cars on ingress and egress to and from the mill by way of Division avenue and Third street. Mr. Hezel complains bitterly that the city allowed the tracks laid on the above route. Believing as he does that his business is thereby severely injured.

CO-OPERATIVE RAIL MILL.

This mill was built for the purpose of making railroad rails. It was established in 1874, and is situated by the East St. Louis Relay Depot. Vital Jarrot, President; Antony Wolter, Secretary. When erected, the company of which the above gentlemen are officers, leased it of the proprietors for three years.

The builders were Mr. Adolphus Myer, Girard B. Allen and O. B. Filly, of St. Louis. One hundred and fifty hands are employed. Between \$6,000 and \$7,000 is paid on every month for labor. Much of their iron ore they get from Chattanooga. This ore make a very tough rail. A part of the material is also brought from Missouri. Coal at low rates is brought by rail from the Illinois bluff to the foundries.

THE CAPACITY OF THE MILL

is seventy-five tons of rails per day. It will be a matter of interest to the reader, unless an iron man, to know that an iron rail lasts only about six years use. Consequently the rails on a road of that age must be replaced.

When the immense cost of this work is taken into consideration, amounting almost to the reconstruction of a new railway, each six years, beside ordinary expenses, the wonder is that the rates for travel and freight are so low. The old iron is mostly rerolled at the mills. Thus much of the cost of relaying the tracks with iron is saved.

THE FIRE OF 1873

Broke out 29th November, in Mr. Lovington's planing mill sidewalk, while he was in Europe. The mill was consumed, with two million feet of lumber, with the office and papers, and sheds. Also steam water tank, used for supplying tenants of Mr. Lovington. Total loss, \$75,000. One-third was saved by insurance. Mr. Lovington now has a lumber yard containing all kinds of lumber.

COOPER SHOP WANTED.

Between East St. Louis Flouring Mill and Missouri avenue, Charles Horn, proprietor, employing some twenty-five coopers, and doing a good business, was compelled to stop, by reason of the strike, in 1871.

A good shop, requiring at least twenty coopers, could be well sustained by the local and suburban demand. Staves and hoops are shipped here from the woods of Indiana, freighted across the river to St. Louis, there made up into barrels, then re-freighted back to East St. Louis side to the mills. This double cost could be saved and made by the manufacturer of the stuff into barrels on this side. To manage it would require a good judge of material, to purchase supplies, make sales, attend to outside business, and keep the accounts straight and prosperous. The managers should have a junior partner—a practical cooper, not afraid of work, yet afraid to sleep by it—to oversee affairs and make things lively inside the shop.

RAILROAD FROG AND CROSSING WORKS.

Corner Main and Bond Streets, Established by Elliot & Bro.,
March, 1874.

These works were established to manufacture Rail Road Crossings and Frogs, of a peculiar style, under Patent of Geo. Elliot. The Frogs and Crossings are made of steel rail, combined with a Wrought Iron Frame, held together with strong Bolts transversely, thus allowing the Frog to lay flat on the ties, without any cutting into the timber. Their business has so much increased since the commencement that they are now doing business with all of the Roads running into St. Louis and East St. Louis, and a great many Roads North and South. The Main Building, or Machine Shop, is 32x90, and other out buildings, with neat office, 12x14. The principal material used by them is Steel Rail, made in Troy, New York, of which they use about Ten Tons per month. Their machinery consists of Engine, 12 horse power, two large Drill Presses, Bolt Cutter, Fan, Lathes, &c. They generally run seven Forges, with an average of eighteen men. The works are supplied with water from a 1½ inch pipe driven thirty feet into the ground, the end of which was filled with small holes, and then wrapped tightly with small gauze, thus keeping all sand out. They chose the locality on account of the easy shipment of goods to any Road in the country, by the East St. Louis and Carondelet Railroad, which bounds them on the west. They use the Big Muddy Nut Coal for blacksmith purposes, and Illinois coal for making steam. The firm changed on the 12th of March, 1875, to H. & H. Elliot, on account of the decease of Geo. Elliot, who died before reaching the full benefit of his valuable inventions.

EAST ST. LOUIS ICE HOUSES.

James A. Smith, Proprietor.

Are situated on corner of Cahokia and John streets. The above streets form a triangle of two and a-half acres, with the old east bank of the Mississippi, which bounds the tract on the west. On this well located tract, the buildings, two in number, 150x75 feet and 32 feet high, divided into four compartments each, were erected by Mr. James A. Smith, in the fall of 1874.

CAPACITY.

These monster houses hold nineteen thousand tons of ice. Mr. Smith's ice houses have a track connecting with St. Louis and Southeastern Railway; also one connecting them with the St. Louis, Terre Haute and Indianapolis Railroad.

MISSISSIPPI ICE.

The supplies are obtained from the Mississippi river. Each winter he commences taking ice from the river, when it is frozen, to the thickness of ten inches.

HOW OBTAINED.

The same kinds of plows, elevators and all other tools used on the Hudson river in obtaining ice are here used on the Mississippi for the same purpose.

FILLED IN ELEVEN DAYS.

These houses were filled last winter in the short space of eleven days. The force used in cutting the above ice was two hundred men and sixteen teams. During the summer but four men and twelve teams are needed.

MARKETS.

These are St. Louis, East St. Louis, Mobile, Shreveport, Texarkana, Dallas and Belleville. A large quantity, requiring one hundred and sixty teams to deliver it, was cut last winter by Mr. Smith for the St. Louis pork packers. Also large quantities at wholesale were sold by him to other parties in St. Louis, including ice dealers.

SUMMER TRADE.

Mr. Smith owns in St. Louis two ice houses of half the capacity of those here, from which he supplies his retail trade.

KEEP COOL.

To do this you have but to leave your order with Mr. Smith to have his mammoth ice van call daily at your residence, or place of business, and leave ice in quantities to suit your desires.

WHOLESALE SUPPLIES TO OTHER CITIES BY RAIL.

Mr. Smith is prepared to supply parties in distant cities with ice in any required quantities, by railroad. Southern dealers usually have ice depots which are supplied from these houses during the summer, to order—one or two cars at a time. Ice at present here is four dollars per ton. Orders received will receive prompt attention, and will be filled at once.

EAST ST. LOUIS AND CARONDELET RAILWAY.

Conspicuous among the East St. Louis enterprises is the above named Road. Its termini are as its name indicates. Its Superintendent, Mr. J. W. Jones, is also Superintendent of the Union Railway and Transit Company. The Kirkwood branch of the Atlantic and Pacific Road runs through General Grant's farm, brings stock from the west and southwest to its terminus opposite East Carondelet, whence it is transferred by the car ferry of the Transit Company across the river to their railway, and promptly run up to the Stock Yards, housed, fed and watered. This Company also owns the grounds and tracks at the Relay Depot. Hence this Union Railroad and Transit Company, owning the East St. Louis and Carondelet Railway, and being purely an East St. Louis enterprise, constructed, owned, officered, manned and managed here, is the only means of intercourse by rail between East Carondelet and the National Stock Yards, and between the East and the West at this point.

RAILROADS.

The following named Railroads radiating from East St. Louis began operations here, in the order of time named, as follows:

1st. The Illinois and St. Louis Coal Road. First built of wooden rails, in 1837, by Ex-Gov. Reynolds and others, from here, six miles, to the coal bluffs, and extended six miles further to Belleville, in 1870. Horse power was first used.

2d. Ohio and Mississippi Railroad. Ground broke in 1852. Terminated here, June, 1857.

3d. Terre Haute, Alton and St. Louis Railroad, now known as the Indianapolis and St. Louis Railroad.

4th. Illinoistown and Belleville Railroad, now known as the Cairo Short Line. This road now runs to DuQuoin, on the Illinois Central, and connects there for Cairo.

5th. The Chicago, Alton and St. Louis Railroad. Its first termini were at Chicago and Alton.

6th. The St. Louis, Vandalia and Terre Haute Railroad, now known as the Vandalia Line.

7th. The Decatur and East St. Louis Railroad, now owned by and known as the Toledo, Wabash and Western.

8th. The Rockford, Rock Island and St. Louis Railroad. This Road comes in from Alton Junction, on the track of the Vandalia Line.

9th. St. Louis and Southeastern, which has several branches.

10th. The American Bottom Lime, Marble and Coal Company, now known as the East St. Louis and Carondelet Railway. It has a branch running to Falling Springs.

11th. Cairo and St. Louis Railroad. General Offices, 304 N. Fifth street. H. R. Payson, President; F. E. Canda, Vice President and General Manager; W. S. Searis, Secretary and Treasurer; S. E. Harvey, Auditor; J. L. Hinckley, General Superintendent; J. A. Wentz, General Freight and Passenger Agent; E. L. Sargent, Cashier and Paymaster; C. Ritsema, Purchasing Agent. Ticket office, S. W. corner Fourth and Pine streets; S. H. Knight, Ticket Agent. Freight Depot, 312 South Second street; W. Crouth, Agent. This Company commenced running on 15th September, 1873, to McLeansboro, Ill., 90 miles; there tapping the celebrated Big Muddy coal fields—which coal is the best for smelting purposes in the United States. The company soon formed a contract to transport coal for three years to supply the South St. Louis furnaces with fuel. The road was chartered in 1865. Hon. C. H. Howland obtained from S. Staats Taylor, President of the Company, the contract to build the road between East St. Louis and Cairo. Mr. Howland sold his contract to Messrs. H. R. Payson & Co., of Chicago, who began the work of grading in the fall of 1871. The towns, counties and cities pledged upward of one million dollars to aid the contractors in building the Road. Only a small portion of said subscriptions have been paid, the contractors, Payson & Co., were compelled to build the road, equip and run it chiefly from their own resources. The balance of subscriptions will probably be obtained. The road was completed for traffic through to Cairo last April. Its entire length is 146½ miles. At present it does not enter the Union Depot. For the year ending May 31, 1865, its gross receipts were \$267,884.94. Operating expenses were about 60 per cent. of receipts. During the same year (ending May 31) the coal traffic ran very light, owing to the closing of most of the furnaces at St. Louis.

The Toledo, Wabash and Western Railway. The General Offices of this Road are at Toledo, Ohio. The General officers are: Hon. J. D. Cox, President; W. B. Corneau, Treasurer; R. Andrews, General Superintendent and Chief Engineer; Allen Cox, Auditor; W. L. Malcolm, Passenger and Ticket Agent; Jno.

M. Osborn, Freight Agent, Dayton, O.; K. H. Wade, Superintendent Eastern Division, LaFayette, Ind.; C. W. Bradley, Superintendent Western Division, Springfield, Ill.; C. E. Candee, General Agent, St. Louis, corner Olive and Main; J. S. Lazarus, Western Agent, St. Louis; E. H. Coffin, Ticket Agent, 408 Walnut street, St. Louis. The Eastern terminus of this Railway is at Toledo, Ohio. The main line runs westward to Quincy, Illinois. There are branches from the main line at various points, leading to others, as: Keokuk, Peoria, Quincy, Hannibal and Bloomington. A branch from Decatur to East St. Louis was built in the years 1869-70. This branch is 110 miles long. From East St. Louis to Toledo it is 430 miles. The branches traverse from 800 to 900 miles of distance. The East St. Louis branch was opened for traffic in July, 1870. The Passenger and Freight Depots are located on Front street, above high water mark of 1858. They cover an area of land of 400 feet, fronting the river, by 1,000 feet deep. From the time of opening to June 13, 1875, the terminus of this part of the Road remained at East St. Louis.

The great Eads Bridge across the Mississippi was dedicated to travel 4th of July, 1874. On June 13, this Company, having joined with others in the erection of Union Depots in both this city and St. Louis, where a general exchange of travel between the East and West could be effected, the passenger trains of this road, with others, ran for the first time across the Mississippi. The Union Depot, in St. Louis, is at corner Twelfth and Poplar streets. Freight billed for that city is landed here by rail, and wagoned and ferried across the river by the St. Louis Transfer Company. This Company has its own warehouses in St. Louis, where consignees receive their consignments of Freight. If goods are received here, billed via the Bridge, this Company delivers them, here, to the Union Railway and Transit Company, which receive consignments of not less than a car load, and transfers them by rail across the Bridge to the Union Depot, in St. Louis, where they are received by the consignees. The employees of the Road receive from the Company, every month, in salaries, the large sum of Four Hundred Thousand Dollars. Other roads transact their business here on the same general principles as the above.

BANKS.

"Thou should'st have put my money to the Exchangers."—[Bible.]

There are three banks in this city. The East St. Louis Bank is on corner of Missouri and Collinsville avenues. Capital, \$100,000. Vital Jarrot, former Mayor of East St. Louis, is the President; Theodore Meuman is the Cashier, the Directors are: Vital Jarrot, John B. Lovington, Henry Oebike, B. B. George, Wm. G. Kase, Henry Jackeisch, Jos. Boismenue, G. F. Mueller, Thos. Winstanley. The Bank receives Current and Time Deposits, and allows interest on the latter when the time is fixed.

THE WORKINGMEN'S BANKING COMPANY

Is composed of the following gentlemen: A. B. Pope, President; E. W. Wider, Vice President; Wm. A. Witte, Cashier. The Directors are M. Heim, A. B. Pope, A. Boecklemann, J. Yoch, E. W. Wider, Charles Rohm and John B. Lovington. They do a General Banking and Exchange business, allow interest on time deposits, buy and sell exchange, and attend promptly to collections. The Bank is on Broadway, between Fourth and Main Sts.

MESSRS. HASTINGS & CO.'S BANK

Is located at the National Stock Yards, and affords good facilities to dealers there for the adjustment of values.

CHAPTER IX.

EAST ST. LOUIS ELEVATOR WAREHOUSE COMPANY.

“Seed time and harvest shall never fail.”—[Bible.]

This company was organized in 1867, pursuant to an act of the General Assembly, approved March 6, that year. At that time the gentlemen composing it were E. B. Gage, T. H. Piper, George Eisenmier, H. C. Cole, Robert Hoxey, Andrew Eisenmier and others. Since then some of these gentlemen have withdrawn. With those who remain are George and Andrew Eisenmier.

General Officers.—R. Hinley, President; Hon. J. B. Lovington, Vice-President; Adolphus Lovington, Secretary.

Directors.—R. Hinkley, J. B. Lovington, James M. Francisus, John N. Booth, Chas. F. Orthwein and M. A. Wolff.

Five hundred thousand dollars was the cost of the ground and building. The capacity for storing bulk grain is one million of bushels, and 50,000 more in packages, as sacks of grain or barrels of flour.

The land property owned by the East St. Louis Elevator Company is five hundred feet front on the Mississippi river by four hundred feet deep. By its charter it may own one thousand feet front by one thousand feet deep, and any other lands within three miles of Bloody Island, which may be needed to carry out the objects of this act. The company may condemn these lands under the authority of the State given to public works.

The land owned is on the line of the dike built to improve the harbor in 1842, by Capt. Robert E. Lee, Chief Engineer of U. S. army.

The Elevator was erected in 1867. Being below the bridge it ships all grain by river for the South, and by rail for the East.

The St. Louis Elevator is located above the bridge. Its capacity is one and a half million bushels. It has perfect machinery and is finely located, in the center of the business portion of St. Louis.

The Jetty System of Capt. Eads, will increase the river business to a great extent, and with it the whole business of handling grain through elevators. Now, whereas the cost of carrying a bushel of grain from St. Louis to Liverpool is fifty cents of its worth, then when ships of heavy burden enter the Mississippi the cost of the same carriage will be but thirty-two cents.

Other contrasts in favor of elevators, between this and for-

mer modes of storing and handling grain are still more marked, than the above. In time elevators here will be counted by dozens.

In June, 1874, the East St. Louis Company leased their Elevator to the St. Louis Elevator Company for three years. The advantages to shippers, receivers and buyers of grain of this arrangement are plain. Up to 1874, to ship grain across the river cost from \$6 to \$10 per car load. Now the receipts for grain at either elevator, being honored by the managing company at both, the cost of transit across the river is saved to shippers from the East or West, annihilating the Mississippi as far as cost to the shipper is concerned. Formerly in borrowing money on warehouse receipts the cost per car for crossing the river was deducted, whereas now it is saved by the holder of the receipt. Parties interested will easily see this advantage. The officers of the St. Louis Elevator are S. G. Sears, President; John Jackson, Vice-President; D. P. Slattery, Secretary. These gentlemen have issued the following explanatory circular, with which this article is closed.

St. Louis and East St. Louis Grain Elevators—Storage Capacity, Bulk Grain, 3,500,000 bushels—Storage Capacity, Packages, 200,000.

The St. Louis Grain Elevator Company having leased the East St. Louis Elevator, and assumed the entire control of same, respectfully call the attention of Grain Dealers generally to the unrivaled shipping facilities afforded by this arrangement. Until further notice, Regular Grades of Bulk Grain may be withdrawn from either Elevator, on Warehouse Receipts issued by the other, subject, however, to suspension from ice or other causes. Our facilities for shipping by Rail or River, to the West, East or South, are excelled by no Elevator in the Country. Our Elevators connect with all the Lines of Railroad coming into St. Louis on both sides of the River, and Steamboats and Barges can load along side at the lowest stage of water. The Memphis and Vicksburg Packets land *only* at our *East Elevator*, so that Grain Buyers in our Houses have the benefit of the large Southern Inland Order Business. In the St. Louis Elevator we have a series of small bins, constructed to hold one car, which we give our patrons the privilege of using for ten days, by which means Grain may be sold by sample or inspection; and our Warehouse Receipts for Graded Grain being good at either Elevator, (thus making direct connections between the East and west,) the expense of shipping from either side the river is avoided. This alone is an advantage that cannot but be regarded with great favor, as it makes Grain the same price on both sides of the river, when stored in either of our Elevators.

Our facilities for sacking are complete. With all these advantages, as well as others not herein enumerated, we feel that we can give entire satisfaction to both shippers, receivers and buyers of grain. Storage charges will include ten days, or fractional parts. Grain in Bulk, 2c per bushel, first ten days, and 1c

each subsequent ten days, or fractional part thereof. Grain in Sacks, Oats, 6c per sack first ten days, and 2c each subsequent ten days, or fractional part thereof. Grain in Sacks, Wheat, Corn, Barley and Rye, 4c first ten days, and 1c each subsequent ten days, or fractional part. Flour, 6c per Barrel, first ten days, and 2c each subsequent ten days, or fractional part thereof. All Grain weighed by weighers appointed by the Union Merchants' Exchange. Grain received by Roads coming into East St. Louis and placed in Elevator is 3c less per 100 pounds than when sold on track. This amount about equals our storage.

D. H. SLATTERY, Secretary.

ADVANCE ELEVATOR.

McCormick, Adams and Armington.

"In the morning sow thy seed, at eve withhold not thine hand."—[Bible]

This grain elevator is situated on the Island near Front street, on the line of Chicago and Alton railroad, between that road and the Ohio and Mississippi. It was built for the above firm, in the year 1872. The elevator proper is 50 by 60 feet and 130 feet high. Connected with it is a warehouse of one story. Also a warehouse on Front street of two stories. Both of these are 50 by 150 feet. There is an engine of fifty horse power, and machinery for handling all kinds of grain in bulk. This is stored subject to owners orders. All kinds of goods are received in store.

The cost of coal is from six to seven cents per bushel. In St. Louis the coal, delivered for this business, would be thirteen cents per bushel. Here, water cost nothing. No cartage is needed. In 1874, the main office was removed to room 10, Merchants' Exchange, St. Louis. There is telegraphic communication between that and the office here.

The elevator is connected by rail with the river and with all roads leading into East St. Louis. In unloading cars of grain in bulk, shovels are used which are worked by steam. Two men attend them. In this way two do the work, which took the labor of five men, running common shovels. When unloaded the grain is at once elevated to the upper floor, weighed and run through chutes into various bins. When shipped it is elevated, weighed again and run into sacks, or in bulk, into wagon, car or barges. Three Fairbanks' Scales, each of the capacity of 30,000 pounds are used. Sixty car loads of grain have been elevated per day. To do this requires the work of eight men. A car load usually weighs 22,000 pounds. An excellent mill site adjoins. On this a mill could be built, possess the same advantages and get grain by chutes from the elevator.

The cost of this elevator is estimated at \$105,000. Through the courtesy of Mr. Richard Catlin, foreman, we were enabled to see all parts of the property, and to obtain a fine view from

top of the "Father of Floods" and the cities on both sides, of St. Louis and her busy wharfs, of East St. Louis and her rising manufactories. This company also control the elevator at Venice Illinois, which holds 250,000 bushels of grain, and cost \$150,000, two and a half miles north of East St. Louis, on the Mississippi. This company state that they are easily able to prove that they transact the largest general grain business in St. Louis, and are recognized as the leading grain house of the city.

There is a combination of railroad interests, causing cheap freights eastward from Chicago, against which the grain merchants of St. Louis find that at present they cannot successfully compete, as they are charged higher freights eastward from here than are charged from Chicago. To ensure fair competition they look hopefully to the success of Captain Eads, in deepening the channel of the Mississippi at its mouth; so as to allow ships of heavy burden to enter the harbor of New Orleans. When this is done grain may be shipped from here to New Orleans in barges, thence transferred to floating elevators, and from them to ocean steamers for Europe. As St. Louis is a river city the railroads do not enhance the value of her grain market. At present she is but a consumer. With cheap transportation, as above, by an all water route to the markets of the world as an exporter of grain she will victoriously contest the palm with Chicago.

PLANING MILL.

Caudry and Woodroof.

"The groves were God's first temples. Ere man learned
To hew the shaft and lay the architrave."—[William Cullen Bryant.

This new enterprise was begun on November 27, 1874, by the above firm. By January 1875, they had completed their mill and begun operations. Its size is 60 by 60 feet, while in height it is one and a half stories. The engine is of twenty-six horse power. The wood work machinery consists of two planing and matching machines, two circular rip saws, one siding saw, one universal wood-worker for making moldings or any kind.

Besides the above, there are implements innumerable almost, in the shape of shapers, tongers, boring and mortising machines, lathes and tenon machines. There is connected with this machinery a stone saw for cutting and shaping stone for general building purposes. This is at present leased to Mr. John Morton. Eight men are employed in the planing mill. Three hundred dollars are paid out monthly for work. Twenty-five bushels of coal are used daily, at a cost of eight and a half cents per bushel or \$2.12½ per ton, delived by wagon. If delivered by rail the cost will be but six and a half cents or \$1.62½ per ton. The same coal delivered by wagon in St. Louis, would cost the firm eleven cents per bushel or \$2.75 per ton, there being twenty-five bushels in a ton of coal.

THEIR SUPPLIES

of dry, rough lumber for working are obtained from the East St. Louis lumber yards; of these, there are several in the city as Col. Jarrot's, J. B. Lovington's and others.

Their capacity per day is to dress from ten to twelve thousand feet of flooring, eight thousand feet of siding, and from sixteen to twenty thousand feet of planed lumber.

Their markets are at Belleville, where a lot of \$300 worth was recently sold—Gillespie Macoupin county, and the home market in East St. Louis.

The Howe Literary Institute was finished by Mr. Caudry and his partner at that time, in the summer of 1874.

EAST ST. LOUIS FOUNDRY.

"If I had a hundred thousand dollars, I would invest it here in manufacturing."—R. H. Shultis.

Shultis, Neil & Co, manufacturers of all kinds of iron and brass castings.

These gentlemen have more work, in the above line than they can do. The senior partner, Mr. R. H. Shultis, said to the author: "If I had a hundred thousands dollars, I would invest it in some good manufacturing business in East St. Louis. Water we have for nothing. You can stick down a pipe into the ground any where, under your engine if you want to, and suck up water as you consume it. A pipe, here is a section of it, two inches in diameter, supplies us. Coal we can get for one-half of what it would cost us in St. Louis."

Mr. Shultis is a keen-witted, shrewd observant machinest from New York.

The firm are now making a specialty of machinery and fine gray iron castings used about heating apparatus. They cast the fine heating apparatus for the magnificent new Chamber of Commerce which is now being erected in St. Louis. This consisting of steam radiators is probable the best steam heating apparatus in the West. Mr. Shultis, very justly thinks it quite a feather in the cap of East St. Louis, that this, one of her new manufacturing firms should have "got away" with this important job of work, from the manufacturers of St. Louis. The apparatus weighed thirty tons.

WAGES PER MONTH AND PIECE.

This firm pay out from six to eight hundred dollars per month to moulders. The men are paid by the piece. Some make \$1.50 per day, while others make \$4.00 per day.

Mr. A. C. Kirby, the "Co.," came into this firm on April 1, 1875. The foundry was erected in 1874. It stands near the St.

Louis Bolt and Iron works. The engine is of fifteen horse power. The cost of the building was \$1,200. That of the machinery, moulds, etc., \$3,000. The size of the moulding house is 30 by 60, and of tool and engine house 14 by 70 feet.

WHAT BECAME OF THE BLACKLEGS OF EAST ST. LOUIS?

There was at one time in East St. Louis a constable whose name was Teck. He was the ringleader of as mean a set of horse thieves, gamblers and blacklegs as every infested any town in early settlement or later growth. By their crimes, they rendered the place at that time infamous. This caused the people to have a vigilance committee. They drove out the lawbreakers. Some they put in skiffs and sent down the river, others they lynched.

CHAPTER X.

EAST ST. LOUIS GRAPE SUGAR AND GLUCOSE WORKS— MESSRS. O. W.
HYER & BRO., PROPRIETORS.

These Works are situated directly on the river front, in the Third ward, at the head of the Island. Together with the dwelling houses near by, which are occupied by the Superintendent, Mr. H. Weigand, and employes, 23 in number, and all men of family, the Works occupy several acres of land, and form quite a busy little village of themselves; this has regular streets and alleys. The Works proper are owned by the Proprietors, who have leased the adjoining dwellings for a term of years from His Honor, Mayor S. S. Hake.

Messrs. Hyer & Bro., who originated this business in Edinburg, Indiana, found that there they could not have the proper facilities for getting supplies and marketing their products, and that East St. Louis offered every facility for manufacture, low freights to all points of the compass, a boundless supply of water for nothing, coal almost for the digging, and labor at low rates. They bought the present works of Brotherton & Morse, who had erected them in 1869 for milling purposes, remodeled them and removed their costly apparatus hither, from Indiana.

Our townsman, Mr. John Niemes, who has erected so many of the prominent public edifices of the city, had the contract for the brick work from the Messrs. Hyer.

As remodeled the size of these Works is as follows: 1st. The Engine House 20x36 feet. 2d. The Starch Factory, where they make Starch exclusively for their own use in their business. 3d. The Grape-Sugar and Glucose manufactory proper, which is a building 45x45 feet, and three stories in height, with cupola.

The Company finally began active operations in March, 1875, which was some weeks prior to the establishment of the Western Chemical and Fertilizer Works. The first bone-black sold by those works was bought by Messrs. Hyer & Brother this spring.

Being conducted through the manufactory by the senior member of the firm, O. W. Hyer, and viewing the great engine, the reservoirs, the vats, the vacuum pans, the retorts of various shapes for various purposes, and all of scientific make, regardless of cost, and seeing the piles of bone-black, we almost felt transferred backward to the middle of the dark ages, and to the den of an ancient astrologer, or to that of a votary of the Black Art.

But we remember this is the iron age of utility, when the wisest men pursue the most useful arts. The evidences of this fact, as shown by this firm, were all around us. There were great vats of liquid glucose clear as crystal. There were others amber yellow, and as clear as the first. Passing to the cooling and boxing department we saw four wide deep reservoirs, in which the grape sugar was cooling, crystalizing and granulating. Unlike Solomon's temple in which the sound of the hammer was not heard, here men were busy with hammers, nails and neat boxes, putting in convenient packages the manufactured article.

The firm need but little wareroom, as orders arrive by mail faster than they can fill them, even with their present excellent forces of machinery and men. These forces, they are preparing to extend parallel with the increasing demand, having ample means at their command to do so. For some time the firm employed Mr. G. A. Rausenberger to travel and introduce the new article of commerce to the trade. He was so successful, and the demand grew so fast that he was recalled and employed in filling orders.

The products of manufacture are grape sugar and syrups. Grape sugar is a sweet substance closely allied to cane sugar and has its name from the fact of being the sweet principle of the grape. It is also contained in most fruits, in the sweet juice of flowers, whence it passes into honey. It may also be artificially prepared by a chemical transformation or conversion from starch. By this latter mode it is prepared in the above establishment.

The superintendent kindly gave us the following outline of manufacture (reserving of course all chemical formulæ) by which our many readers may obtain a satisfactory insight into this most important industry. It is destined to afford employment to many, and a good market for much of the best white corn from the fields of Illinois and Missouri. The variety at present used is St. Charles white, No. 1. Their track connects with all railroads running to and from St. Louis. This enables customers East to get their goods at a saving of freight of six cents on each one hundred pounds.

The first step in the manufacture of Grape Sugar is the preparation of Corn Starch of proper quality. This necessitates, with the exception of the drying room, all the machinery and apparatus of a Starch Factory. The starch is used in the moist state. It is prepared from corn by first soaking the latter in water, which process is called "steeping." After the corn is thoroughly softened, it is ground with water into a thin, creamy fluid. This fluid then passes through a series of sieves, where the coarser particles, such as fibre, heart and hull are separated, while the starch is washed through the sieves by a shower of water and is carried away to the runs. These are wooden troughs nearly 100 ft. long, and slightly inclined. The mixture of water, starch and impurities flows down these runs, and as the current is very slow, the starch settles, while all light, flocculent matter, such as gluten,

fibre and the oil of corn is washed away, and collected in large tanks. This offal, as well as the coarse particles separated by the sieves, serves as excellent feed for cattle and hogs. The Starch which settles in the runs is taken out and after undergoing several other processes of purification is transferred to the sugar department. Here, after being mixed with the proper chemicals, it is boiled in large vats for a requisite time, in order to convert it into sugar. The chemicals used for the conversion are then neutralized, and the resulting solution undergoes a regular process of refining, such as filtration, bone-black filtration, etc. The refined white solution is then evaporated in vacuum pans to the proper density. Two different kinds of sugar are manufactured at the establishment, viz: Block Sugar and Granulated Sugar. Of the first kind there are again four different brands, which it seems are very favorably known to the trade, namely, W L and W D, for the use of Wine growers and Manufacturers of Vinegar, and all industries that require a sugar perfectly free from the gum dextrine. The other two brands are B L and B D, which are chiefly used by Brewers, as they contain a certain amount of the gum dextrine, being, therefore, more nearly of the nature of maltworts. The second kind is manufactured in different shades, the same as cane sugar, with the grades of which, known as soft or coffee sugars, it has a striking resemblance. Messrs. O. W. Heyer & Bro. are the first who successfully overcame the technical difficulties of the manufacture of Grape Sugar in this shape, and this fact bears testimony to the excellence of their manufacture. The Syrups which they manufacture are also of different shades, from white to yellow. They are either used for direct consumption, alone, or otherwise for manufacturing purposes. The demand for the products of this establishment is steadily on the increase. The present amount of the manufactures may be known from the following data: Four hundred bushels of corn are worked up in ten hours. To do this, it requires two large boilers, whose furnaces consume about 120 bushels of coal a day. There is one large engine that drives the machinery of the Starch Department, and one smaller one in the Sugar House. As may well be imagined there is a great number of water starch and syrup pumps, of which the main pump is especially noticeable, whose capacity is 260 bbls. of water an hour; which is drawn from five driven wells.

The points which these gentlemen have gained by their removal to East St. Louis, are: First. Cheaper Material. Second. Cheaper Coal. Third. Cheaper Labor. Fourth. Cheaper Freights. Fifth, and Sixth. Nearer and Better Markets. Seventh. Easy Shipments. These points enable them, after realizing a living profit to themselves, to afford their goods at cheap rates to their rapidly widening circle of customers. The factory is furnished with the most approved means of extinguishing fires. Its working capacity is 20,000 lbs. of syrup or sugar per day; which may easily be doubled.

ST. LOUIS BOLT AND IRON WORKS.

This is probably the busiest Iron Mill within a radius of five hundred miles. The gentlemen composing the Company who carry it on in East St. Louis are the following: Mr. T. A. Meysenberg, President; W. E. Guy, Vice President; G. L. Edzall, Treasurer; L. P. Plant, Secretary; C. Ahorn, Foreman. The Works occupy two and a-half acres of land near the Cairo Short Line Railroad. They consist of a Rolling Mill, having full capacity for manufacturing Merchant Bar Iron.

The Company make a specialty of making Street Rails, T Rails, Bolts and Spikes. They have six puddling furnaces, in which cast iron is converted into wrought iron or steel by decarbonization, or depriving the cast iron of carbonic acid by the continued action of steady heat. Beside these, they have three Heating, six Spike, two Bolt Furnaces, and a full complement of machinery, including Lathes, Planers, etc.

CAPACITY OF THE WORKS.

They have the capacity to manufacture Twelve Thousand Trace Bolts per day; Forty Tons Finished Iron and Eight Tons of Spikes. The men employed number One Hundred and Forty. They are divided into two sets, one of which is employed while the other rests. Day and night the Works are in operation, from 1 o'clock Monday morning till 12 o'clock Saturday night. Two Railway Switches are in the yard. These are owned by the Iron Company. Between three and four thousand dollars is paid to employes on pay day. This occurs every fortnight.

THE IRON MARKETS.

The Principal Market for their Manufactured Iron is Chicago. They ship also to San Francisco, Cal., and to intermediate points. Also to points as far eastward as Indianapolis. If our readers wish to enjoy a display of genuine fireworks, we would say, pay a night visit to those splendid Bolt and Iron Works of the city of East St. Louis.

ST. LOUIS TRANSFER COMPANY.

Patrick McCormack, Agent.

General Officers—W. D. Griswold, President; J. M. Tompson, Vice-President; R. P. Tansy, General Manager; P. B. Warner, Superintendent, 231 Third street between Pine and Olive, St. Louis. Richard Donnelley, Agent for St. Louis for this road, corner Main and Spruce.

This company was organized twenty years ago, it bought out the Valentine & Co. transfer business. It then assumed the name of St. Louis Transfer Company. The 1st of April it con-

solidated with Chicago Alton (some time known as East St. Louis) Transfer Company. Now named St. Louis Transfer Company, it is not the only one here doing business. They have an agent at the depot on either side of the river to receive and discharge freight. The company transfer by wagon. The wagons cross on bridge or by ferry, as the agent of the company directs.

CITY POLICE OF EAST ST. LOUIS.

Organized in June, 1871.

Officers in April, 1872—J. W. Renshaw, Captain and Ex-Officio Chief; J. Hogan, Lieutenant.

Privates—McMahn, McGuire, resigned the second year; J. H. Kelly, John Griffen, R. Addis, discharged; M. Kinney, E. Winters, P. Dillon, J. Holloran, C. Reeb. Same officers in 1873, with additional privates. M. S. Scott, Wm. Foley, T. Ryan, P. Kilkerry, E. A. McCallion. 1875—J. W. Renshaw, Chief; John Holloran, Lieutenant; John Griffin, Lieutenant.

Privates—C. Reeb, W. Foley, P. Dillon, M. Schlauttweiler, J. Woods, John J. McGrau, A. C. Miller, Robert Addis, James Gray, Eugene Holloran, Frank Healy, L. McGlynn, Cornelius Frawley, Patrick O'Neil, Michael Ryan, John Hogan, Cornelius McGuire, D. Coffey, A. E. McCalhon discharged, John Dillon, J. Coffey. Officers and privates are appointed by the Mayor and confirmed by the Council in April or May of each year.

DUTIES.

The duties of the police force are to patrol the city at all hours and preserve the peace. They have jurisdiction under the law in all cases of its violation, State or municipal. Considering the hard times throwing large numbers out of employment, causing a general stagnation of business, and consequent distress, the police force are entitled to great credit for preserving the peace so well, preventing great violations of law, and bringing offenders promptly to justice.

To show the efficiency of the police force of this city ably used for the suppression of crime and disorder, as it has been by its Chief and the Executive, we direct the attention of the reader to their suppression of the noted prize fight of 1873, and particularly to the good result in legislation against all participation in, and countenance of this infraction of the law, that followed the movements that year by our authorities against it.

For some time previous to the above date, prize fighting had become quite common. St. Louis had forced upon her an undeniable notoriety as the chief Western center of that fraternity. It was the practice of the lovers of such sports as prize fighting, dog fighting and cock fighting, to assemble for the same in East St. Louis. The latter two varieties of fighting were stopped by

the police of our city. Yet the manly art of self-defense—and offense in the prize-ring still continued. To end this also, our police now bent their efforts and with complete success.

On the 20th of September, 1873, a prize fight took place five miles north of Venice, in Madison county, Ills. On the 18th September the boat which was to convey the party were advertised to leave the wharf of East St. Louis, opposite the foot of Carr Street, St. Louis, at 9 o'clock on the morning of the 20th. Chief John W. Renshaw at once went before Justice O'Neil and swore out a warrant for the arrest of all concerned in the proposed fight. This was on the 19th September. He then collected his force, and, on the 20th, awaited the party at the time and place advertised. However, they started from the foot of Carr street, St. Louis, instead of from our wharf, and the fight occurred as stated. At that time, while the laws of Missouri prohibited prize fighting, they did not altogether prohibit preparations therefor. The laws of Illinois, however, forbade it, and all participation in it.

Another fight was soon after advertised to take place between Allen and Hogan, on the 28th October, 1873. The place where, was not known, but was strongly supposed to be on an island 12 miles below the city. Chief Renshaw at once swore out before Justice Brackett another warrant as broad as the first. He suggested to Mayor Bowman to telegraph to Governor Beveridge for assistance, which he did. But His Excellency was absent from home, and the dispatch failed to reach him. His Honor, Mayor Bowman, also telegraphed to the Sheriffs of Monroe and Madison counties to be on the look out for the fighting party, as it was not positively known that the fighting would not take place on the river side of one of those counties. The Sheriff of Madison answered the telegram by coming. He brought an indictment by the Grand Jury of Madison county, against Allen, McCooole, and their aiders, for the fight of September 20, 1873, on Madison county, Ill., soil. The Sheriff hoped to serve his writ here. Sheriff Hughes was also on hand. As his force was small, on Saturday evening at 7 o'clock, October 27th, Chief Renshaw called upon the Chief of Police of St. Louis for aid and information, but failed to get either one. The 28th arrived. The most hideous scenes were enacted while the "Continental" was at the St. Louis wharf taking on her complement of passengers. These proceedings amounted to a riot among them, in which clubs and bricks were freely used. Five dollars was charged as fare at first. At last it was reduced to one dollar, while some reduced it still farther by eluding the guards or forcing themselves on board the vessel. In the meantime, on the East St. Louis side, His Honor, Mayor Bowman, the Sheriffs and Chief Renshaw, with twelve policemen, were awaiting coming events. They had a steamer chartered and in readiness to follow the Continental as soon as she should show her destination. She cast loose and headed up

stream. Soon, however, she rounded to for down the river, when the wind, that was blowing almost a gale, caught her foul and landed her against the East St. Louis wharf, at the foot of Christy avenue. She was at once boarded by the police party, headed by Mayor Bowman, who was the first on the boat, and the leading parties were arrested. The parties were brought to the police headquarters, the leaders bound over to the Circuit Court, and the remainder heavily fined. The boat was kept in custody for several days. These prompt proceedings put a stop to prize fighting and other fighting sports in this vicinity.

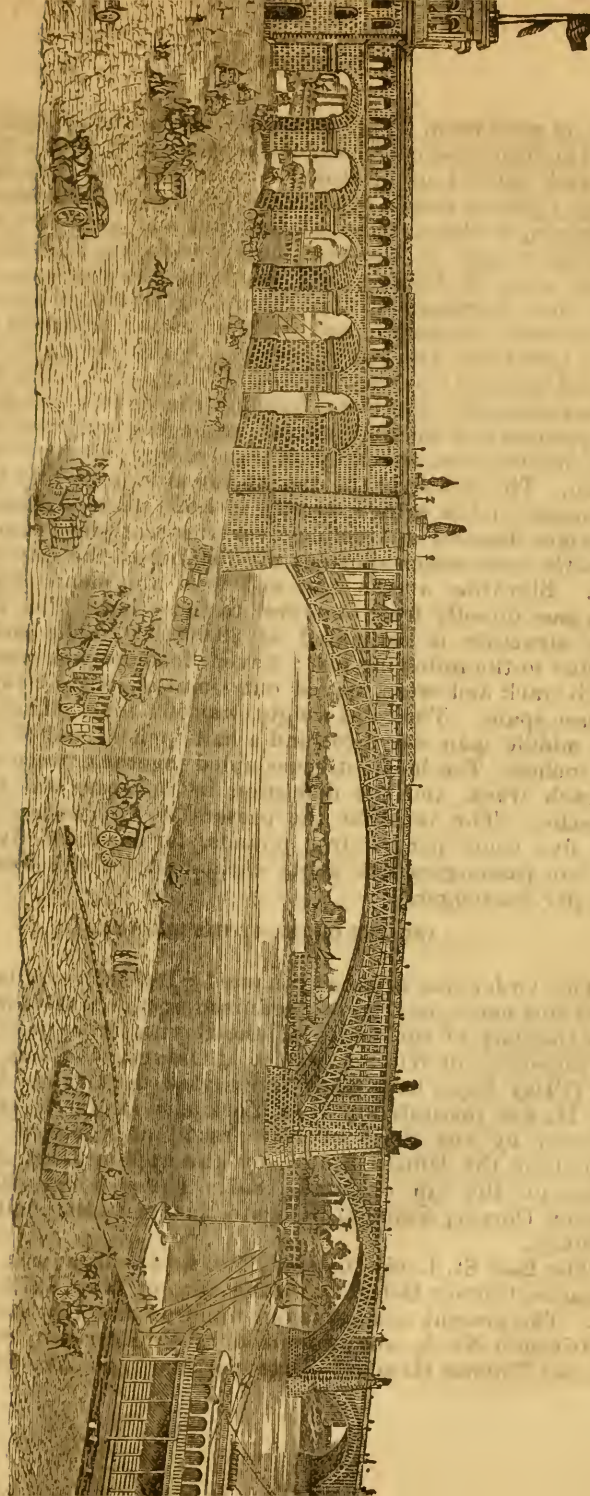
After the above occurrences were past, and it became publicly known what municipal and county officers had performed their duty, and what ones had failed to do so, the newspapers of St. Louis and the country generally were profuse in their praise of those who deserved it, and severe in their censure of others. The press of St. Louis especially called for more stringent laws and enforcement thereof against prize fighting in that city, and in the State of Missouri. This just demand of the public was complied with by the State Legislature, which met the following winter, 1873-4, in Jefferson City. The cultured public heartily approved and applauded these measures.

To East St. Louis must the meed of praise be given for her unflinching discharge of duty at first in this matter, which partly paved the way to these good results. His Honor, Mayor Bowman, and Chief John W. Renshaw may lay just claim to a large share of this honor, which, indeed, is acceded by all.

THE EAD'S BRIDGE.

Col. Flad, Consulting Engineer.

The Illinois and St. Louis bridge that spans the Mississippi from Washington avenue, commands the attentive observation of the visitor. The unique design, the purpose it fulfills so completely, and the extensiveness of the structure renders it the most daring and wonderful piece of engineering in the country. The superstructure is supported by steel tubular arches, eight in number joined together by a net work of braces; the arches being four above and four below, and twelve feet apart. The center of the middle arch is fifty-five feet above highest water level. The tubes were manufactured in lengths of twelve feet each, eighteen inches in diameter, and from one-eighth to two and one-fourth inches in thickness of metal, and are of chrome steel. They are made in sections, six of which complete the circle, and about them is an envelope of steel, one quarter of an inch in thickness. Each length of tube weighs two tons. The length of the middle arch is 520 feet, and of the outer arches 502 feet. The piers were sunk, the east pier ninety feet below the bed of the river and 120 feet below the surface of the water, and the west pier sixty feet below the river bed and ninety below the



surface on solid rock. The piers rise above the surface eighty feet. The iron caissons on which the piers rest with a weight of 25,000 and 45,000 tons of stone, were eighty-two feet by sixty feet, and eighteen feet in depth, and weighed 500,000 pounds. In the caissons, workmen removed the mud and sand as fast as the increasing weight of the pier sunk them, which was hoisted through pipes or tunnels. At one time the workmen labored under three pressures of atmosphere, to retain which two air chambers were necessary, one communicating with the open air and the lower one with the upper one. Work began in March of 1869, and the final test was applied in July, 1874. The bridge is built in two stories, the lower one for the double car track, and the upper one is divided into two carriage ways, two horse car tracks, divided from which by an iron railing, are two walks for footmen. The width of the top of the bridge is fifty-four feet. The length of the bridge proper is 1,628 feet. Carriages and pedestrians descend an incline over the east side, returning on the trestle work which shortens the distance to the East St. Louis Levee. Elevators at the east and west abutments will enable one to pass directly from one level to the other. The total cost of the structure is estimated at \$9,000,000. The bridge was subjected to the following test: Seven locomotives were placed on each track and were moved out simultaneously over each of the three spans. The total weight was 560 tons. The deflection of the middle span was three and a half inches, and of side span three inches. Ten locomotives coupled together, were then run over each track, and the deflection in this case was two and a half inches. The tariff for the present is, for general merchandise, five cents per hundred pounds, for car loads five dollars each, foot passengers five cents each, and for street car fare 6½ cents per passenger.

ANCIENT ORDER OF HIBERNIANS.

This Order was originally named "Defenders of the Faith." Under this name they were organized in the sixteenth century, about the time of the battle of the Boyne, in opposition to the Irish adherents of William, Prince of Orange, who then known as Peep O'Day Boys, have since been styled the Orange Men. The A. O. H. was instituted in New York city in March, 1852, it was chartered by the State of New York on March 5, 1853, and adopted for the United States, by the appointment of national officers on the 8th of June, 1857. The national officers were Timothy Dorsey, National Delegate, and Mr. Campbell, National Secretary.

The East St. Louis Division, No. 4, was organized by Henry O'Rourke, County Delegate, on the 20th of May, 1872, with six men. The present number is one hundred and fifty members.

Division No. 5, was organized by P. Kerrigan, State Delegate and Thomas Hanifan, State Secretary, on August 12, 1875,

with twenty-one members. Both divisions meet in the Jackeisch building, on the first and second Wednesday in the month.

Its objects, as stated in the preamble to its constitution are to promote friendship, unity and true Christian charity among its members, by raising or supporting a stock or fund of money for maintaining the aged, sick, blind and infirm members and for no other purpose whatsoever. No person can become a member who is not Irish, of Irish descent, a Roman Catholic and of Roman Catholic parents.

GOLDEN RULE LODGE, NO. 374.

This Lodge of the Independent Order of Odd-Fellows was organized by George F. Adams, on the 16th of January, 1868, with eight charter members. It was the first Lodge of the kind organized in East St. Louis.

The names of the charter members were Geo. Shore, A. B. Armstrong, Jas. W. Chapman, W. A. Knight, Thos. Klegg, A. Allman, Geo. Hoskis and John Izatt. Fifty more members were added the first year.

On August 9, 1870, application was made for ten withdrawal cards for the purpose of starting a new Lodge. This resulted in the formation of the Pride of the Valley Lodge, No. 435. In January, 1871, there were seventy-four members.

On January 9, 1872, application was made for ten more withdrawal cards for the purpose of starting a German Lodge. The cards were granted and the Lodge formed, as Helvetia Lodge, No. 480, with a membership of sixty-three.

On January 30, 1875, the Golden Rule Lodge had a membership of 110.

Harmony Encampment, No. 102 and Naomi Rebecca Degree Lodge, No. 5, were formed during the history of the Golden Rule.

WESTERN FERTILIZER AND CHEMICAL WORKS.

Mr. Heath, of St. Louis, is the President of this company, J. Shoen esq., is the Chemist, and Sol. Stern, Superintendent. The works are situated a short distance west of the National Stock Yards. The land, $2\frac{1}{2}$ acres, was purchased of the latter company. The building was commenced April 1st, 1875, and was so far completed by June 1st, that the necessary machinery being placed within, under the personal supervision of the chemist and superintendent, the manufacture of bone meal and bone black was begun.

The building is a frame 100x200 feet, part of which is one story and part two stories high. The machinery consists of a large engine, a bone mill and a bone kiln.

The bone mill is of iron, into which the bones are shoveled whole and ground into meal. This meal is then separated into two kinds, fine and coarse. The fine is used for fertilizing gardens, corn and cotton fields.

The coarse meal is converted into bone black by being burned in the kiln. This material is used for refining sugar.

The bones used in these works are mostly received by railway from the vast plains of Kansas. Here for centuries the buffalo has lain his weary bones to rest. But East St. Louis enterprise has found a way to use them. In fact, in this way, she kills three birds with one bone. On the plains they are a ghastly nuisance to the tourist and farmer. The grasshopper has in many places hopped away with the farmer's living. East St. Louis, through this company, says: "My friend, I pay C. O. D. for bones delivered at your nearest railway station." "Agreed" cries the farmer, and to work he goes with the boys to help. The bones are gathered and sold, and provisions brought to the happy wife and babes at home. Thus, three things are done by these gentlemen, a nuisance removed, a family provided for, and a valuable commodity created. One day thirty car loads of buffalo bones came from the plains to East St. Louis for the fertilizer and chemical works.

Supt. Sterns' office is conveniently arranged for the transaction of all the office business here. Main office in St. Louis.

The markets for bone meal are wholesale dealers in fertilizers in New York, Philadelphia, Baltimore, Boston, New Orleans, Chicago. It goes mainly to the eastern cities. The bone black is sold to the Sugar Refinery of East St. Louis. Other cities are also customers.

At present forty hands are employed. The company, every week, are adding more hands to this number.

The horns are sold to comb manufactories in Philadelphia. A comb factory in East St. Louis would pay an enormous profit to a company. All the horns which they would need are right here at their doors, and the market also.

Raw bone superphosphate is another fine fertilizer. These gentlemen contemplate its manufactory on the same grounds, in buildings to be erected for the purpose.

To make the superphosphate requires large quantities of phosphoric acid. This they intend to make themselves. To do this will cause them to make such preparations as will enable them to make also sulphuric nitre, and muriatic acids, muriate of tin, copras and other chemicals used in the arts, and valuable articles of

commerce; these works are in contemplation. When completed the company will employ a total of seventy-five men.

Mr. Sol. Stern, owning similar works in New Orleans, is enthusiastic over their success, and a courteous gentleman, our visit was pleasant. "Mr. Stern, please tell us how much per bushel you pay for coal for the Fertilizer and Chemical Works?"

"We pay six and a half cents per bushel."

"How much would you have to pay in St. Louis?"

"It would cost us, delivered, eleven cents, we save three and a half cents per bushel. We need much water for our purposes, we could not have it in St. Louis; in East St. Louis we have all we want from Cahokia for nothing. In St. Louis we could not get near the business center or railroads, in East St. Louis we have both these advantages."

From fresh bones the animal matter is extracted by a chemical process; from this, soap, wagon grease, etc., are made. From the fresh hoofs fine neatsfoot oil is extracted and sold.

CHAPTER XI.

DESCRIPTIVE OF THE CITY, SCHOOLS, SOCIETIES, CHURCHES.

The territory included in the city of East St. Louis is about three square miles.

ITS RIVER FRONT

Is about one and a half miles, affording a harbor and commercial facilities on the river that are unsurpassed. The harbor having been restored to its original depth of seventy-five feet, rolls its magnificent breadth between the cities. The river is swift enough to prevent any of the obstructions from sand and drift which, in ante-dyking days, blenched the courage and defied the skill of the ancient mariner.

THE MAGNIFICENT WHARF,

Revetted by the Wiggins Ferry Company with rock brought in barges from Alton and Carondelet, having been, by wise legislation, and private and corporate energy, placed above the highest water mark—the flood of 1844—together with the great dykes, have this year proved an effectual protection to the Harbor and City of East St. Louis. This fact clearly proves that the confidence in the stability of East St. Louis, of parties who have invested hundreds of thousands of dollars here in manufacturing and other enterprises, chief among whom is the National Stock Yard Company, composed of men of the best business judgment in the nation, being Presidents and Agents of the leading lines of Railroads centering here, as radii from the circumference, has not been misplaced.

We invite other enterprising men, who are debating in their minds the prudence of locating here for business, to remember the above knock down argument in favor of coming. Also please recall the sentiments of our New York iron man, Mr. Shultis. No place can become great in manufacturing that has an inadequate supply of water. And when old King Coal charges too high in any place for his black diamonds, the unlucky manufacturer must fail. East St. Louis is already rich in her actual and latent resources. Her present and prospective manufacturers are presented at once with unlimited letters of credit on two of the richest banks in the world. They cannot fail. These are, first,

the Bank of the Father of Waters—chief deposit at East St. Louis—and the Bank of King Coal—chief deposit at East St. Louis. These Banks are more generous to the comer here than is Uncle Sam to the actual settler. The settler must isolate himself from civilization to get a farm; all honor to his heroism. Here the manufacturer, taking up his abode among us, is at once, by coming, surrounded with all the advantages of the present age.

STREETS.

All parts of East St. Louis are well provided with wide streets. A clause of the present charter prevents by law the laying out of streets within one-half mile of the outer limits, unless they shall be in conformity with the existing general plan.

A few disconnecting streets, established years ago, previous to its incorporation as a city, have undergone a straightening and connecting process. This adds much to their beauty and convenience. They are continually being improved as to the grade and solidity of car, carriage and foot ways.

When it is remembered that the city of St. Louis is expanding in all directions, westward and up and down the river, from her original site on Market street, in 1764, and present business center on the wharf streets near the western end of the Great Bridge, and that East St. Louis is only across the river 1,800 feet eastward from this business part of the Great City, the reflecting reader may conclude with the author that East St. Louis has a brilliant future directly before her in building, architectural beauty, commercial and manufacturing enterprises, and in the general and rapid enhancement of her values. This will cause the platting of new additions of territory; ample room for which exists in the already highly valuable land extending around the city eastward. But probably the greatest improvement will be the filling up of the old river channel, platting it into streets and lots, and erecting thereon splendid dwellings and stores. The filling can easily be brought from the bluffs. The old channel, indeed, is the proper place for the debris of the coal mine, which debris has been for generations accumulating in the way of the miner. While already loaded at the mines, to be dumped out of the way, it could be brought a short distance further, and "placed where it would do the most good." In this way, it would prove a greater source of profit than the black diamonds for which the miner digs.

Some of the finest parts of Boston and other cities stand upon made land, the site of which once marred the landscape.

FACILITIES FOR MANUFACTURE AND COMMERCE.

East St. Louis has manufacturing facilities that are unsurpassed. These arise from the inexhaustible supply of coal, water and material. The iron mountains of Missouri yield their rich ores direct by rail to the foundries of East St. Louis. Labor is

cheaper here than at almost any point in the Union. This, next to cheap coal, is an item of importance. Cheap labor it is which has hitherto given the European manufacturers the great competing advantages of low prices for goods in the markets. Cheap Labor, Cheap Coal, Cheap Material, and an unlimited supply of Water for engines, with easy access to Home and Foreign Markets, are the important inducements offered by this city to manufacturers and merchants of the Union. 100 per cent., 200 per cent., 300 per cent. await you.

SOCIETY.

This is composed of various classes. There is good society for all classes. The German is an important element. The Irish have a large society; also the French. The Americans comprise men of broad views who welcome every man of energy and integrity to a home among them, whether he hails from any where in the Union, sunny France, the Emerald Isle, the Fatherland, or the Mother Country. There are an unusual number of social parties, Literary meetings, Church festivals, Picnics, Railroad and Steamboat excursions during the summer season.

The advantages of East St. Louis are very attractive to capitalists. The repair and machine shops, elevators, iron manufactories, schools, and the great National Stock Yards, almost without exception, in the full tide of successful operation, attest the wisdom of those who have already begun to reap the rich harvest which awaited them and which still awaits others. The low rates of rents are not an unimportant item to business men; also

THE LOW PRICES OF LANDS

as compared with older cities present a final and conclusive reason for investment here.

East St. Louis is distant from Nashville, Tenn., 318 miles; from Toledo, Ohio, 432 miles; from Cincinnati, 340 miles; from Indianapolis, 238 miles.

VIVIAN CLUB.

Was organized July 29, 1875. Its object is social and literary entertainment. The officers are: C. M. Keys, President; W. J. Broderick, Treasurer; H. D. O'Brien, Secretary.

POST OFFICE.

The Ferry Company was originally the means of mail communication between residents here and the rest of the world. Afterwards Government appointed a mail carrier on a route extending eastward. He acted as Postmaster at the points on this route. Mr. Andrew Wettig was the first stationed Postmaster

appointed by the Government. Having served a number of years he resigned. Mr. Ernest W. Wider was then appointed under President Buchanan's administration. Having served his term, Mr. Wider was relieved by Mr. Daniel Sexton. Under President Lincoln Mr. Wider was reappointed. Having served eight years, he resigned in April, 1868, when Mr. J. B. Sikking was appointed. Having acceptably served until July, 1872, Mr. Sikking was reappointed by President U. S. Grant, and at present holds the office.

THE CHURCHES.

There are eight churches in East St. Louis where services are regularly held. Of these, extended notices of most of which are herein given, the reader is referred for general facts, location, and time of opening to the Directory appended. All the churches are well attended on the Sabbath. They have flourishing Sunday Schools connected with them.

ST. HENRY'S ROMAN CATHOLIC CHURCH (GERMAN).

"Laus Deo."

This Church is beautifully located in the eastern part of the city, on the corner of Broadway and Sixth streets, adjoining Pecan Grove. The worshippers who formed the original organization were members of St. Patrick's Church. They organized St. Henry's merely in order to have an opportunity to worship in their native tongue; the sermons in St. Patrick's being in English. There were four persons only at the first meeting for organization. Father Rinkes was the Chairman. They met in the spring of the year 1866. The place of meeting was in the basement of St. Patrick's Church. They met in the church for worship for some weeks after. Afterwards they rented the upper story of the brick building on the corner of Collinsville and Division avenues. Here a permanent organization, with twenty-five members, was effected, with Father Rinkes as Pastor. During the summer of 1866 the new church determined to erect a place of worship of their own. In the fall of that year they bought land for fifteen hundred dollars and built a frame thirty by sixty and two stories in height, on the southwest corner of St. Louis and Collinsville avenues. During the erection of this building rumors were circulated that it would be sold for debt. To show these rumors unfounded and the ability of the church to keep the building, five persons signed a note to Messrs. Howe & Rablin, contractors for the debts incurred, thus placing their financial credit beyond question.

During the absence of Bishop Yonker, Vicar General now, Bishop Baltes dedicated the church in the spring of 1867. Rev. A. B. Rinkes, Pastor. Here they worshipped until their large increase in number rendered a larger church necessary. During

this time Father Rinkes was replaced by Rev. F. G. Leve, and he by Rev. Christopher H. R. Koenig. To the wise course pursued by Father Leve was mainly due the large increase in the church membership. He was greatly endeared to his people, and his removal elsewhere, from their charge caused deep sorrow among them. This, however, was mitigated by the pastorate of the present incumbent.

The present imposing edifice in which the church gathers for worship was built during the pastorate of Father Koenig, who was installed in 1869. The corner stone was laid on Sunday, the 15th of June, 1873, with imposing ceremonies, by Bishop P. B. Baltes, of Alton, in the presence of all the German Catholic Societies of Edwardsville, Belleville and St. Louis, together with those of this city. One year elapsed, when it was dedicated on the 14th of June, 1874, by the same dignitary, and in the presence of an equally imposing assembly, composed mainly of the above societies. In size it is the largest church in this city. Its cost was thirty-four thousand dollars, exclusive of the altar, statues and furnishings inside, which are on a splendid scale. The organization numbers now six hundred members. It is in a flourishing state, under the wise management of Father Koenig.

EVANG. LUTH. CHURCH.

The Evangelical Lutheran Congregation at East St. Louis was organized May 10, 1863, by Rev. P. Buenger, of St. Louis, Mo., and consisted at that time of ten families, who were preached to in a private house. In the year 1864 the congregation built a church on English (8th) street, between Illinois and St. Louis avenue, which is still used by them for their worship. The same year this congregation received its own pastor, Rev. B. Burfeind, who, however, remained but one year, and then accepted a call from the Ev. Luth. congregation near Quincy, Ills. After this, the congregation was served for three years by Rev. A. Brauer, Professor of the Concordia College, St. Louis. But in the summer of 1868 they called candidate minister W. Baumhoefener for their pastor, who served them till August, 1871. After his departure the Rev. H. Meyer was called in his place. The congregation numbers at present 40 families, and 264 members. There is also a school connected with it attended by about 50 scholars, the teacher of whom is Mr. Grupe.

THE SCHOOLS.

There are excellent opportunities for education. The public school system is efficacious under the supervision of County Superintendent, J. P. Slade. At an early date the influence of Father Bunsen, County Superintendent was felt in East St. Louis.

ORIGINAL SCHOOL HOUSE.

In 1841 or 1842, Capt. John Trendley and John Carnes, Esq., and their neighbors in Illinoistown, having no place at home to which to send their children to school, and feeling the need of one started a subscription list to raise funds with which to build a school house and hire a teacher. One hundred and seventy-five dollars were subscribed. They thereupon employed a carpenter at one dollar and seventy-five cents per day to erect a house. Its site was on the public square in Illinoistown, now in the First Ward. It was a frame 16 by 14 feet in size. It had room for two short rows of benches, a small desk in front for the teacher. Also places for the water-bucket and broom. The furniture was all unplanned.

The first pedagogue who presented himself was hired—whether he knew his A. B. C's. or not they did not know. They never asked him. All the parties expected him to do was to keep the children out of mischief six months of the year, including winter. This was indeed a negative good, but positive good of their best progress in knowledge, was less enforced. Now the ideal of the school is not only to keep pupils out of mischief, but to ensure their progress in learning.

This house stood on the Public Square until the present commodious and well appointed public schools houses were built. It was then sold and removed.

SECRETARY'S REPORT OF OUR SCHOOLS.

The following is an epitome of the report of the Secretary of the Board of Education for School District No. 172 11 R. 10 W., for the scholastic year of ten months, ending June 30 1875.

Number of schools in the district, is six; numbers of teachers, 21; greatest number in attendance during the year, 1340; least number in attendance during the year, 805; average during the year, 1102; of these were boys, 550; girls, 543; average number of days taught, 210; total expense during the year, \$17,075.

The report from several schools are as follows: The upper school held in the basement of St. Patrick's church has teachers, 7; average attendance of scholars, 416; rent of school room per month, \$30; salary of janitor per month, \$40; total cost per annum, \$5,250.

Middle school held in the public school building on the corner of St. Louis and Collinsville avenue has, teachers, 4; average attendance of scholars, 220; salary of teachers per month, \$290; salary of janitor per month, \$30; total cost per annum, \$3,200.

Broadway school held in the basement of St. Henry's church on Broadway has teachers, 4; average attendance of scholars, 212; rent of room per month, \$25; salary of teachers per month, \$285; salary of janitor per month, \$20; total cost per annum, 3,300.

Franklin school held in the public school building in the First Ward, has teachers, 4; average attendance of scholars, 209; salary of teachers per month, \$275; salary of janitor per month, \$30; total cost per annum, \$3,050.

Colored school held in the colored Baptist Church, on Brady street, has teachers, 1; average attendance of scholars, 27; rent of school room per month, \$10 00; salary of teacher per month, \$60.00; salary of janitor per month, \$10.00; total cost per annum, \$800.

High school held in private building owned by George Schaub, standing on Sixth street, between Missouri and Division avenues, has teachers, 1; average attendance of scholars, 17; rent of school room per month, \$22.50; salary of teacher per month, \$100.00; salary of janitor per month, \$10.00; total cost per annum, \$1,325.

Office expense of the board, including the salary of Secretary per month, \$15; total cost per annum, \$150.

From the above it will be seen that the total annual rents paid for school rooms by the board amounts to \$1,026; divided as follows: to St. Patrick's Church, \$450.00 for seven rooms; to St. Henry's Church, \$250.00 for four rooms; to private parties for the high school, one room, \$225.00, and to the colored Baptist Church Society, for one room, \$40.00. The average wages paid teachers per month, is a trifle over \$69.00. The average number of scholars per teacher, is little over 52, and the cost of ten months actual schooling to each scholar is a little less than \$15.50.

TEACHERS FOR THE YEAR 1875-6.

High School—Prof. F. V. Rafter, Principal.

Upper School—Prof. A. J. Driscoll, Principal.

Room No. 2, Miss Crowley, First Assistant; room No. 3, Miss Bergin, teacher; room No. 4, Miss Flaherty, teacher; room No. 5, Miss Martin, teacher; room No. 6, Miss Canty, teacher; room No. 6, Miss Conway, teacher.

Middle School—Prof. A. O'Leary, Principal.

Room No. 2, Prof. S. F. Morehead, First Assistant; room No. 3, J. Ohly, teacher; room No. 4, Miss S. Weber, teacher.

Broadway School—Prof. J. Ruhland, Principal.

Room No. 2, Prof. Vogh, First Assistant; room No. 3, Miss Kircher, teacher; room No. 4, Miss Duffy, teacher.

Franklin School—Prof. B. Long, Principal.

Room No. 2, Prof. H. Flannigan, First Assistant; room No. 3, Miss McCready, teacher; room No. 4, Miss E. Gaines, teacher.

HELVETIA LODGE NO. 480, I. O. O. F.

This Lodge was organized and opened on February 22, 1872, by the following twelve charter members: D. C. Stedlin, P. G.; W. C. Kupper, P. G.; E. W. Hecker, F. W. Rhedenmeyer, Win.

Rhedenmeyer, Henry Proetz, Wendlin Huschle, Henry Doerlyes, Albert Volkman, Fred Seber, Fred Sturner and Otto Runley.

There are now sixty-two members. The objects of the society are to elevate mankind in purposes and character, and to afford mutual aid and protection to the members of the society. It meets every Friday evening in the hall of St. John's building—third floor.

The terms and mode of admission may be learned from Mr. J. C. Protsman, N. G., East St. Louis.

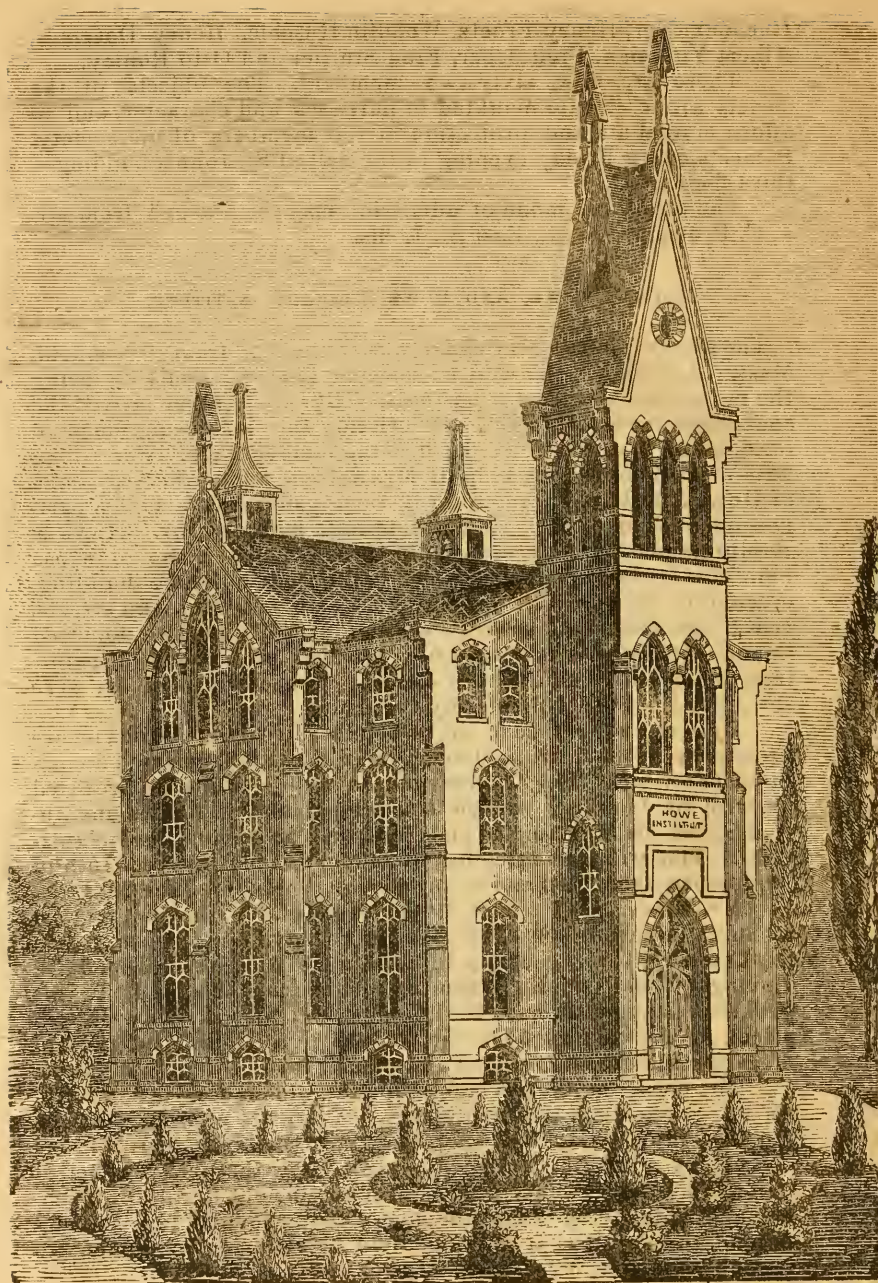
LYMAN HOWE, AND HOWE LITERARY INSTITUTE.

The above named gentleman was originally from Greenfield, Mass. Arriving in the west he selected East St. Louis as being the most eligible place for business. His after career proved the soundness of his judgment. Perceiving the increasing demand for building material he engaged in the lumber trade. For a long time he associated with himself Mr. Rablin, under the firm name of Howe & Rablin. Hon. John B. Lovington was also his partner at one time, and intimate friend and advisor. Howe & Rablin frequently undertook building contracts. Some of those buildings still stand, among which is the Douglas School building, erected on the Island at the corner of 4th and Mulligan streets. It is a four-room edifice with a seating capacity for two hundred pupils. Its interior is beautifully adorned with costly oil paintings of suggestive educational scenes. These works of art were the results of former picnics by the school.

By strict adherence to the principles of economy which insure prosperity, at his death in 1868, Lyman Howe had amassed a comfortable fortune. For the distribution of this wealth he provided by will; by founding various educational and religious institutions, after making ample and generous provisions for his relatives. This will was dated 9th of January, 1865; proved 15th of September, 1868; filed and recorded in Belleville June 29, 1869.

Mr. Howe gave ten thousand dollars for the building of a church or school house, or both, on Bloody Island, town of East St. Louis, St. Clair county, Illinois. He appointed Hon. J. B. Lovington and Thomas B. Scott as custodians of this trust. To this generous bequest Hon. J. B. Lovington added a site on Tenth street, on the eastern boundary of the city. Here the present elegant structure was erected and named Howe Literary Institute.

The corner stone was laid with Masonic honors August 8th, 1873. It was dedicated September 1874, with appropriate ceremonies. Rev. A. H. Burlingame, D. D., of St. Louis, delivered the dedicatory address. During the year 1874 there were enrolled one hundred and twenty pupils, with an efficient faculty of teachers; and while being one of the most conspicuous and ornate edifices of the city, it is at the same time an enduring monument to its noble founder, Mr. Lyman Howe.



C. B. Clarke, Architect.

Chestnut st. St. Louis

HOWE LITERARY INSTITUTE, EAST ST. LOUIS, ILLINOIS.

Rev. S. F. Holt, who was elected president, deserves great credit for his efforts. He is also corresponding secretary of the association, and financial agent; to him all letters concerning it, or scholastic matters, should be addressed.

The following extracts regarding the Institution and the Illinois Educational Association are of interest to the reader :

THE ILLINOIS EDUCATIONAL ASSOCIATION—ITS ORIGIN.

Mr. Lyman Howe, being of Baptist parentage, his executors, Hon. John B. Lovington and Thomas B. Scott, Esq., magnanimously proposed to Rev. J. M. Cochran, Missionary of the South District Baptist Association, that if said Association, or the Baptist denomination would endow the Presidency of a Seminary at East St. Louis, with \$10,000, it should have the sole occupancy and use of the building they propose erecting for educational and religious uses—with the perpetual right of having two thirds of the trustees of the Institution, members of regular Baptist churches, and the President of the Institute always a regularly ordained Baptist minister in good standing in his denomination.

This most honorable offer was presented to the South District Baptist Association at its annual meeting at Belleville, September 1, 1871, through its Missionary, who recommended its acceptance; and also the appointment of a committee, with power to confer with the executors of Mr. Lyman Howe, deceased, and make such arrangements with them as may be necessary, to secure the occupancy and use of said Seminary building, when completed. Also, to take measures for raising the necessary funds for endowment.

This association, after a full and interesting discussion on the subject, unanimously accepted the offer made, by adopting their Missionary's report, and appointing the proposed committee—consisting of Rev. J. M. Cochran, Rev. Cyrus Thomas and Wm. R. Begole. This committee, in order to compass the object of their appointment, called a meeting of friends of education and religion at Belleville, October 2, 1871. Then and there "The Illinois Educational Association" was formed.

PORTRAIT PAINTING.

The painter, Mr. J. W. Lowry, as an artist, is a product of East St. Louis. Having arrived here nine years ago, he prosecuted his artist studies under the direction of the distinguished portrait painter of St. Louis, John Reid, Esq., beginning in 1872. Their studies were pursued for some time in the same room. In 1874 Mr. Lowry established himself in the St. John building. He has been quite liberally patronized. Among the paintings which he has produced is an elegant life-size portrait of Dr. W. J. Sisson. It is exquisitely finished, and shows the artist to be a master of color. James West, the American painter, was once asked the question :—"With what do you mix your colors?" West replied:

"With my brains, sir." So might our East St. Louis artist reply, if asked this question. Mr. Lowry, has other pictures in course of completion, among which is a beautiful portrait of the little daughter of our successful fellow townsman, Mr. Albert M. Meintz.

SEMINARY AND BUSINESS COLLEGE.

The East St. Louis Seminary and Business College was established in the fall of 1875, by Prof. J. W. Whittlesey. It is on the co-educational plan.

Degrees will be conferred on all who complete either of the three courses of study here pursued. These are Classical, Scientific and Business. The degree conferred at the close of the latter course will be that of Master of Science of Accounts. It will be placed on a beautiful diploma. In 1876 a Centennial Diploma will be given. The Seminary opened on the 13th of September, with very flattering evidences of success, in the St. John's Methodist Episcopal Church.

ST. JOHN'S M. E. CHURCH.

The Methodist Episcopal Church of this place was first organized on Saturday, the 20th day of April, 1849, by Thomas Burnett, Henry Walls, Martin Stiles, Abraham B. Pope, John Thornton, and William Oglesby. The organization was known as the Methodist Episcopal Church of Illinoistown. It possessed land, being the N. E. $\frac{1}{2}$ of lot 4, block 23 on Brady street between 3rd and 4th, Illinoistown. Here they erected a frame church in which they worshipped.

In 1868 a reorganization took place on the 23rd of February, when the following named trustees were elected i. e. Lewis M. St. John, Samuel W. Toomer, John B. Sikking, William Willisch, Abraham B. Pope, Frank Becker and George W. Davis.

There were 45 members of whom the Rev. William Wallis was Pastor.

Worship was still conducted in the old frame church on Brady street.

In 1869 Miss Louisiana St. John, a lady no more noted for her wealth and culture than for her piety among the many generous acts of her life gave part of block No. 12, St. Clair subdivision, to the church, on which to erect a new house of worship.

The gift was accepted and ground broken for the erection of a church, on this lot, in the fall of 1869. The corner stone was laid on Wednesday, April 27th, 1870, with appropriate ceremonies by Rev. Robert Allyn.

The venerable pioneer preacher, Rev. Peter Cartwright, assisted in the ceremonies. The church has since then prospered. It now has a membership of One Hundred and Forty members.

Rev. Daniel Caughlin became pastor in 1863, remaining two years. The following preachers then successively served two

years each. Rev. J. T. Hough, William Wallis and J. H. Lockwood, Rev. G. W. Farmer came in Sept. 1871, when the pastoral year begins, and remained till April 1872, six months. Rev. R. M. Beach then served the church until the following September, 1873, when Rev. I. A. Smith arrived and remained until September, 1874, when Rev. S. P. Groves assumed the Pastorate and continued it until September, 1865, when the District Conference assigned the Rev. J. W. Grant to the charge of the church.

FIRST ROMAN CATHOLIC SOCIETY ORGANIZED IN EAST ST. LOUIS.

This was established by Father Brennan, in 1861. It embraced all catholics of whatever nationality, who were then resident here, including some of the most prominent citizens.

FARTHER DAMON TEMPERANCE SOCIETY.

This society was established in November, 1870, and chartered in March, 1871. The number of members at organization, 163. The officers at organization were P. C. Connolly, President; Edward Hennebery, First Vice President; P. M. Sullivan, Secretary; John Scullon, Assistant Secretary; Patrick Boyne, Treasurer.

The present officers, for 1875, P. J. O'Halloran, President; John T. Murphy, First Vice President; V. P. Michael, Second Vice President; P. M. Sullivan, Secretary, John Buckley, Assistant Secretary; Michael Roach, Treasurer.

The society works in connection with the State Union Society of the same name and objects, with which it became affiliated in May, 1871, as No. 1, in the State, and with the Roman Catholic Total Abstinence Union of America, October, 1861, as No. 33.

It now numbers about 90 members. Its objects are total abstinence from intoxicants, and benevolence to its members. In case of the sickness of a member, he receives five dollars a week, and free attendance. In case of his death his family receive one dollar from each member of the local society and fifty dollars from the treasury.

ST. PATICK'S ROMAN CATHOLIC CHURCH.

During the year, 1861, Rev. John J. Brennan organized this church, and led its worship in the Methodist Church, now occupied by the colored people as a place of worship. The congregation numbered about one thousand of mixed nationalities. In 1861, also, the lot on the north-east corner of Sixth street and Illinois avenue was purchased for a church, and the foundation laid. The corner stone was laid on the 17th of March, 1862, with ceremonies befitting the occasion. The present Coadjutor Bishop of St. Louis, Father Ryan, preached the sermon.

One year thereafter, on the 17th of March, 1863, the church had reached completion, and the dedicatory services were then held. The building was fifty-eight feet long by fifty feet wide. Father Brennan left soon after the dedication. He was succeeded by Rev. Francis H. Zebel, who remained until 1873, in December, when he was transferred to Cairo, and Rev. P. J. O'Holloran, V. G., took his place.

New additions were made to the edifice during the pastorate of Father Zebel; the wings and the sanctuary were added.

The total cost of the original building and additions, was not far from thirty thousand dollars.

PRESBYTERIAN CHURCH.

"Go ye, and preach the gospel to every creature."—[The Savior.

The Presbyterian church is situated on historic as well on missionary ground, viz: the far famed Bloody Island. Its apostle was a Rev. Corbit, who labored as a missionary in the neighborhood. The church was organized by Rev. Martin Gregg, who also, in troublous times commenced to build the walls of the present church, in 1868. His experiences were of the most trying character. After some two years of faith and work, he was relieved by Rev. J. D. Jones, who succeeded in completing the edifice, and furnishing the same in replete and tasteful style. He finally relinquished a field so hard to work and barren in results. The present incumbent is Rev. Wm. L. Johnston, who emulates the labors and reaps the recompense of his predecessors.

CHAPTER XII.

CAPT. JOHN TRENDLEY

Was born in Baden, Germany, on the 20th of June, 1804. He was partially schooled in the rudiments of learning at a subscription school in the Black Forrest. Here he attended during five or six winters, until his thirteenth year.

His father's name was Paul Trendley, and his mother's, Katharina Pfifer. They were married in Germany. In the fall of 1817 his father removed the family, consisting of his wife, John, Mary, Joseph, Christina and Peter, to Rotterdam, intending to embark for America. As a great many emigrants, however, were then to embark, and crowding each ship, his father prudently remained till the spring of 1818. In April, 1818, he embarked with the family in a merchant ship. This vessel, however, was also too heavily laden. She contained, besides the passengers, ninety-six pairs of French mill-stones, and two hundred pipes of Holland gin. Their pilot, not having come aboard at starting, the Captain lost his reckoning, a storm arose, and the ship was wrecked April 30, 1818, near Dover, in the channel between France and England. Mr. Trendley's father lost all his property except the money in his belt. No lives were lost, being rescued by small vessels coming to their relief. They staid two days at Maggat, England, near Dover. From there they went by schooner to London, where they remained six weeks. From London they shipped to Alexandria, Virginia, arriving there after a voyage of fifty-two days, in August, 1818. They went by schooner to Baltimore, where Mr. Paul Trendley had letters of introduction to a prominent Quaker merchant. On the schooner, when the wind laid, they learned to fish for clams. The Captain of the vessel taught them how to eat them, too. Their Quaker friend, who had hooks and eyes on his drab coat, and wore a broad-brimmed hat, sent them to the finest hotel in the city, at their own expense, and left them to enjoy themselves. This did not last long at \$40 per week. Hiring a four-horse team the family removed over the mountains to Fort Pitt (now Pittsburg, Pa.) This journey consumed three weeks of time. They here enjoyed the hospitalities of a German house for two weeks, when they bought for twenty dollars a small covered boat of the kind nick-named "Chicken Thieves," and embarking therein they came down the Ohio to Westport, 18 miles above Louisville, Ky., near which, on

a farm, lived Mr. Heffner, to whom Mr. Trendley had letters from Germany. Being kindly received they remained during the fall, pulling the first corn for Mr. Heffner that they had ever gathered. In January, 1819, Mr. Heffner, a neighbor, and Mr. Trendley bought a keel-boat at Louisville for about a thousand dollars, embarked their families and goods therein, and on 1st January, 1819, started down the river for St. Louis. They went down the Ohio to its mouth and up the Mississippi. A keel boat had running planks, called running boards, around the outside for men to run on while poling the boats, and a cord called "cordiale" for men, twenty or more, to pull the boats by when the shore and stage of water allowed them to do so. Upon arrival at St. Louis, March 2d or 3d, 1819, Paul Trendley was destitute of money. Capt. John had two dollars, which he had earned on the way. They settled at St. Peters, near St. Charles, Mo., where they rented a farm for three years. At the end of this time German industry and economy triumphed, and they were able to buy the farm, which they did. It cost them \$3.50 per acre. In 1822-3 Capt. Trendley's father paid his taxes in coon skins. In 1825 John came to the Ferry. As ready money for him was scarce at the farm, he wished to see some again. On the 28th of March, 1828, he was married to Miss Harriet Everley, in Galena, Ill., by Justice Colter. On his return home his father caused them to be remarried by Father Varagen in St. Charles Roman Catholic Church.

Samuel Wiggins at first put John to driving an ox cart. He did so well that he soon promoted him to the post of pilot on a boat. Since, he has been collector, superintendent at one time, and agent. The ferry to Venice was called the Upper Ferry. This, Capt. John ran for five years—from 1830 to 1835—when the lease expired. Horse boats were used, made by placing a platform on two hulls and a large water wheel between. This was run by another large wheel, lying horizontally. This was attached by cogs to the other's shaft. Eight horses were used to pull it round. A horse boat would carry six large teams. The floating dock was begun in 1831 for repairing sunken steamers. Captain Trendley thinks that Vanorsdall owned the ferry after the death of Capt. Piggott, as he ran it. Capt. Blondeau also ran the canoe ferry for Vanorsdall & Day.

Capt. T. served as a soldier twenty days against the Winnebago Indians.

His oldest daughter, Elizabeth, was married to Thomas Winstanley, a prominent citizen here. Another daughter, Caroline, married Capt. John W. Renshaw, Chief of Police. His youngest daughter, Josephine, is at present visiting friends in Connecticut. Henry E. is Captain of the boat, Samuel C. Christy. The Captain's health being usually good, he will doubtless be able for some years yet to cheer his neighbors by his presence, and enjoy the remembrance of the good old times when he ferried over the Mis-

Mississippi Col. Thomas H. Benton, and other worthies of the nation. The Captain related at our pleasant interview with him the following incident of Benton :

"I remember the first time that I ever saw him. He was standing by me while I was steering. We were nearing the St. Louis side. Pointing to the lime stone rock cropping out at the river side, he said,

"'Do you see that front ? That is worth millions of money. You can take out stone right there and build your house.'"

Capt. John Trendley's children, twelve in number, in the order of their nativity, are as follows : Paul, Elizabeth, Joseph, Mary, Peter, Harriet, John P., Henry E., Julius, William, Caroline, Josephine. The Captain's wife died at 9 $\frac{1}{4}$ o'clock on Palm Sunday, 21st March, 1858.

HON. SAMUEL S. HAKE, MAYOR OF EAST ST. LOUIS.

His Honor the Mayor hails from the East. At an early day in the history of Illinois he was engaged in the work as contractor for the construction and furnishing of cars. One large and very valuable cargo of cars, in parts, which he made in his eastern manufactory, and shipped via Pittsburg down the Ohio to its mouth, up the Mississippi river to the mouth of the Illinois river, destined for the Jacksonville Railroad, never reached its destination, and was never heard from. He has been a resident here for many years. At an early day in railroad history, when the O. & M. became a certainty, and seeing from its close proximity to St. Louis the importance of this location in the then future (now the present) he wisely remained here, acquired property, honorably occupied various important positions, and finally, at the April election in 1875 his appreciative fellow citizens elevated him to the Mayoralty. This important and difficult office he not only holds, but fills to the satisfaction of friends and even of his political foes.

Having traveled extensively and been a close observer of the elements of true progress in material prosperity, he favors all movements in that direction and actively engages personally and officially in their promotion and accomplishment. Such men, while often necessarily rousing opposition and personal rancor by their activity, are themselves the best elements of progress and improvement in a city.

HON. J. B. BOWMAN, EX-MAYOR AND CITY COUNSELLOR.

This gentleman's business career is as remarkable as any in this city. He was born in Germany, and well educated there. He was engaged for three years at the trade of blacksmithing in a shop in Cahokia, twenty years ago. He taught school at Canteen village ; after which he studied law and was admitted to practice. He was for some years the agent of the Connecticut

Land Company, residing in East St. Louis. His genius for government was soon recognized by the people, who elected him to the old Board of Trustees. He was chiefly instrumental in obtaining a charter for the city of East St. Louis, and in engineering its passage through the Legislature of the State. His capacity for work is simply immense. It is only equalled by the order and system of all he does. For a long time a half dozen of the railroads centering here have employed him as their attorney. Since 1865 his career has run parallel with the history of the city, on which his autograph is plainly written in public works of lasting value.

JOHN W. RENSHAW, CHIEF OF POLICE,

Is a native of Madison County, Indiana, where he was born 24th of August, 1836. He removed to near Belleville in 1848. Here he was schooled and taught the trade of plastering. In 1856 he went south to Warrenton, Miss., and engaged in the wholesale furniture business. In May, 1861, he returned north to Belleville, where he remained till 17th of January, 1865. He then received authority from Gov. Oglesby to raise a company of volunteer troops, of which he was elected Captain. The Company was mustered into the 149th Illinois Infantry. It served in the South at various points, among which were Nashville, Knoxville, Dallas, Atlanta and Chattanooga. The Captain, with his company and regiment was mustered out of the service at Dalton, Ga. He then returned to his home in Belleville. In 1868 he cast his fortunes in East St. Louis, and has had no cause to repent his choice nor the city to regret his coming.

He was appointed to the important trust of Chief of Police on the 27th of April, 1872, during Mayor Ryan's administration.

On the 13th of May, 1873, he was married to Miss Caroline Trendley, daughter of Capt. John Trendley, at his house, by Father Zebel, of the Roman Catholic Church.

HON. MAURICE JOYCE, COUNCILMAN,

Came to East St. Louis in 1868. He commenced business in a small room on the corner of Main and Brady streets. He hired no clerk, but did all the work himself. His business grew so well as to enable him, in 1873, to erect a fine three story brick structure, on the corner of Broadway and Main streets. This he uses at present as a residence and general grocers' establishment. Beside working as hard as ever himself, he now hires two clerks. He attributes his success mainly to the closeness of his wholesale supply at St. Louis, enabling him to save freight from the East. In the spring of 1873 he was nominated for Mayor of the city, and received a very flattering vote. He was elected to the responsible trust of Councilman from the First ward on the 6th of April, 1875. This office he holds at present.

HON. PATRICK H. VAUGHAN, COUNCILMAN.

The gentleman who is the subject of this sketch hails from the native land of Emmet, of O'Connell and of Sheridan. Like every true son of Erin he loves her and her heroes. His parents were John Vaughan and Bridget Holloran. They were joined in marriage in the Roman Catholic Church four miles from the noted city of Limerick, County Clare, Ireland. Their family consisted of Michael, Patrick H., John and James F. They lost their father by death when Patrick was 8 or 10 years of age. His mother, well knowing the utility of education, kept him at school as long as he remained at home. He started in early manhood, however, to seek his fortune in

"The land of the free,
And the home of the brave."

His mother, having done a mother's duty toward him, well knowing that America offered better opportunities to earnest endeavor than her loved Emerald Isle, although her lip would quiver, and the unbidden tear would fall, and her heart was well nigh broken at the parting, yet she bravely bade her son good-bye, and gave him her blessing. In 1848, having embarked in the good sail ship *Euphrasia*, he saw the glittering spires of Limerick for the last time fade from view. But Captain Warren took good care of his passengers, and among them the hopeful Patrick. They were six weeks on the voyage. Several interesting incidents occurred on the passage over. At one time in mid ocean they saw a merchant ship go down. She was not near enough to be helped by the *Euphrasia*. Her merchandise was lost. Her crew were picked up by the *Euphrasia*. At another time they encountered a mass of icebergs and ice floes. Their ship became wedged among these till she was fast for four days. The sea seemed to have become solidly frozen around them. There was plenty of snow on the ice. Patrick and other young men, not knowing what other fun to start, sometimes took a turn at snow bailing on the ice. They saw great numbers of seals upon the bergs and floes. The icebergs were higher than the masts of the ship. They arrived in Quebec in 1848. Patrick took the stage, or rather the stage took him, to Michael's, his oldest brother, at Susquehanna, Pennsylvania, who had previously come to America and who was overjoyed to give an Irish welcome to his brother. He at once engaged as clerk in a store at Susquehanna, and continued at it till 1850. Then he fired an engine on the Erie R. R., which was just built, till October, 1854. Being very observant, he learned during this time how to manage an engine. In October 1854, he began engineering on the Elmira, Canandaigua and Niagara Falls Railway. His first engine was covered with brass. It was a beautiful piece of mechanical skill, called the *Young America*. The great Suspension Bridge across Niagara Falls was built while he was on the Road. He saw it in all stages of its progress almost from the beginning. He rode over on the

first train that crossed it after completion. There were thousands of spectators on both the Canadian and American side of the Falls. This took place in January, 1855. On June 11th, 1855, Mr. Vaughan was married to Miss Jane Furlong, by Father O'Conner, in the Roman Catholic Church in Canandaigua. Their children were eight, five of whom died in infancy. Those living are Maria Sabinia, George Henry and Anna Belle.

On the 6th of July, 1855, Mr. Vaughan and wife removed to Bloomington, Ill. He here engineered on the Chicago and Alton road till December, 1858. He then removed to Litchfield, and engineered on the road on which he is at present engaged. It was then named the Terre Haute, Alton and St. Louis, but is now styled the Indianapolis and St. Louis railroad.

He has by industry and economy acquired considerable property, including the handsome and comfortable residence in the First ward, in which he resides. He has attained a comfortable station in life, solely by his own exertions. Recognized by his fellow citizens of the First ward as the fit representative of their sentiments and interests, he was elected Alderman in 1868, and has served them in that capacity ever since, except a period of eighteen months. In the fall of 1874 he was nominated as Democratic candidate for the State Legislature, but declined the honor. In April, 1875, he was nominated for the Mayoralty, and received a very strong vote. While on a visit to his brother, James F., in Pine Bluff, Arkansas, he was elected Director of the Co-operative Rail Mill in this city.

HON. JOHN BENNER, COUNCILMAN.

In the picturesque region of Rhine Pfals, Bavaria, Germany, the parents of the subject of this sketch, Mr. Peter Benner and Fraulein Anna M. Hahn, were united in matrimony. John was the fourth of five children comprising his father's family. Their names were respectively, beginning with the first born, Charles, Matlin, Jacob, John and George P. Benner. John was born in Rhein, Bavaria, sometimes known as Pfalz, Bavaria, Germany, on the 1st of January, 1854. He was educated in his native place. He came to New York in the spring of 1848, and there learned the trade of shoe making, with Mr. Henry Kleespies, for whom he worked three years. He then started out in the world for himself. In 1856 he came to Sterling, Illinois, where he engaged in varied business till the spring of 1859, when he went to Pike's Peak. Finding nothing he returned to Johnston county, Kansas, where he broke prairie sod, till he started for Portland, Whiteside County, Illinois. Having arrived there, he engaged in business till the fall of 1859. He then went to New York City, and established himself in business as grocer with a partner, Mr. Daniel Hager.

His marriage with Miss Anna Blerish, a native of Wurtem-

burg, Germany, formed an important epoch in his life. This occurred in July, in 1861, in New York. The officiating clergyman was Father Klemens. Mr. Benner remained in business six years with Mr. Hager.

In February, 1865, the attractions of Illinois loosened and broke the ties which bound him to New York, and he went to Hune, Whiteside county, where he farmed until the winter of 1865-6. In 1866, having heard of the advantages for business possessed by this place he removed hither. He at once engaged in the shoe dealing line in the house now occupied by Mr. Hinchcliff as a hotel. In October of that year he removed up this street two blocks to his present place on Broadway, near the Post Office. While following Benjamin Franklin's maxim, "Keep thy shop and thy shop will keep thee," he does no more, but engages skilled workmen to attend to the practical details, while every piece of work must pass the inspection of his experienced eye. At the April election, in 1872, Mr. Benner was elected by his fellow citizens to the important public trust of being Alderman of the Second ward. He served the usual term of two years with credit to himself and to the satisfaction of his constituents. At the close of his term he was re-elected in April, '74, to the same office, which he holds at present. He is also School Director, having been elected in '73.

Mr. Benner is truly one of the people. Having depended solely upon his own resources, he now reaps the reward of patient, well-directed endeavor.

HON. JOHN NIEMES, CCUNCILMAN OF THIRD WARD.

The place of Mr. Niemes nativity was in Rhine Pfalz, Barbara, where he was born, on the 15th of June, 1838. His father's family consisted of himself the oldest, William and Katherine now dead. His parents names we Henry P. Niemes and Barbara Ledig. They were married in Rhine Pfalz, Bavaria. William was born there also, February 23, 1843. John went to school in his native place. When he was eleven years old, his parents removed to America. Starting on a steamer from Meints, sometimes called Ludwig, Haven, from an old German King, they sailed down the River Rhine, which rivals the Hudson in beauty to Rotterdam, on the North sea. Here they embarked on a three mast sailing vessel, on the 15th of June, 1850, arriving in New York, July, 1850.

The family settled at Tivoli Duchess County, New York, where they have since remained. The father was engaged there as in Germany, in the business of building. Both sons have continued the trade.

John commenced business on his own account in 1857. He arrived in St. Louis in 1858, and carried on building on both sides of the river. In June, 1861, he was married in St. Louis. In

1862, he removed to East St. Louis, but returned on account of sickness to St. Louis. Finding the building business more remunerative, however, in East St. Louis, he removed here again in 1864, where he has since remained.

So briskly has he been engaged, that sometimes thirty men were necessary to forward the work on hand. Among the prominent public and private buildings erected by Mr. Niemes, are the market house, in 1859; the Bowman building, three story brick, in 1871; William A. Witte's residence, two story brick, castellated roof; St. John building, three story brick, in 1872; George Schaub's building, three story brick, in 1873; Green Tree House, three story brick, in 1873; Heim's brewery, a large brick, in 1873, and others, besides his own residence, in 1866, on Seventh street, between Illinois and St. Louis avenues, in which he resides. He has just taken the contract for, and commenced to build, on August 31, 1875, the Bank building, of brick, three stories, corner of Broadway and Fourth street, for Louis Weise.

Mr. Niemes was elected councilman in the Second Ward at the April election, 1875, which honorable position he at present holds.

HON. CHRISTIAN ROHM, ESQ., COUNCILMAN.

The Christian names of Mr. Rohm's parents were Philip Rohm and Sophia Dauster. They were married in the year 1834, in the Lutheran Church, in the Dukedom of Nassau, Germany, where Christian was born.

He is the oldest son of four children. The names of the remainder of his father's family being Christiana the first born, Wilhelm and Wilhelmina.

The excellent free schools of his native place were open to all the children, and at the village of Ohren where the school was held Christian obtained during an eight years course of instruction the usual branches of a German education. He attended school from his eighth to his fourteenth year. He then engaged in business as a clerk, in the employ of Herr Fredrick Tomas in the city of Frankfurt a Main.

He, however, concluded to try his fortune in the new world and accordingly set sail for America. He arrived, after a somewhat stormy voyage of thirty-four days, in a French ship, in New York city, in the year 1855. In the same year he came to St. Louis. Here he worked at butchering, and learned the trade. He was engaged at this business one year and two months. Having quit this employment, he turned his eyes toward the rising city of East St. Louis, where competition being less strong he expected better opportunities for a rise. He clerked in the store of Henry Swigart and Capt. Trendley for two years and two months. By 1859 he had saved enough to go into business for himself, which he accordingly did. He carried on a store in partnership with Christian Beusse. In 1861 he returned to Mis-

souri and clerked for the next three years and three months for Minke & Brother, at St. Paul Station on the Pacific railroad. But East St. Louis' offering still increasing inducements to young men, he returned here in 1866. He formed a partnership with John Battris and with him followed the butchering business seven years. In 1873 he dissolved partnership and started on his own account, in the same line. His location was in the market house, where it is at present. He has a fine stall here, which he superintends, but which is chiefly carried on by hired labor.

At the April election of this year (1875) he was elected a councilman from the Fourth Ward, and holds that position at this time. His good education in Germany, his travel and varied experience in business gave him good opportunities for knowing the people's needs, and had a fine tendency to fit him for the honorable office which he has reached.

HON. JOHN TEFFT, COUNCILMAN FOURTH WARD.

Mr. Tefft is a native of St. Louis, where he was born on the 14th of May, 1838. His parents were of Irish descent. He is the oldest of a family of eight. He was educated at the private and free schools of the above city. He also learned with Samuel Gaty & Co., railroad and steamboat blacksmithing. He removed to this city in 1852; still engaged, however, in the employ of Gaty & Co.

In 1857 he engaged as foreman in the machine shops of the Ohio and Mississippi railroad at this place. He continued in this responsible position until September, 1871, when he engaged in the same capacity of foreman in the shops of the St. Louis and South-Eastern railway, taking charge of the Round-house in East St. Louis. Since that time to the present he has been actively engaged in this position.

He was elected councilman of the Fourth Ward in the year 1871. Serving one year, he was re-elected in 1872, and served two years. In April, 1874, he was re-elected the third time, for a period of two years.

He is deserving of great praise for the energy of character displayed in holding so long the above responsible positions.

HON. JOHN DOYLE, COUNCILMAN.

Was born in County Waxford, Ireland, on the 9th of June, 1838, where he was partly schooled. He was brought when thirteen years old to Quebec. They sailed from Waterford, Ireland in a sailship. They were seven weeks on the way, and were all seasick. From Quebec they went to Toronto, Canada and worked two years. John then engaged in the grocery business, while his father returned to Ireland and brought over the family, consisting of mother, three brothers and two sisters. Of these John is

the oldest. He went to night school in Toronto and perfected himself more fully in knowledge. He paid for the schooling out of a very small salary. In 1857 he emigrated to East St. Louis, arriving on the 23 of June. He went to work for Valentine & Co., now St. Louis Transfer company, and worked for them every since. In 1862 his father and family came here. John was elected Alderman in Third Ward in the year when Col. Jarrot was elected Mayor, has been re-elected several times and has served in that capacity every since. He also holds the post of school director, having been elected first in 1872, and again in 1875.

His father died in 1867, aged sixty-nine. His mother, over seventy years of age still lives. He was married to Miss Catharine Cooney, on August 18, 1867, in St. Patrick's Church by Father Zebel. Their children are five, four sons and a daughter.

HON. NICHOLAS COLGAN, COUNCILMAN THIRD WARD.

Mr. Colgan and twin brother named Robert were the youngest of the family, consisting of themselves and sister Emma.

His father, Robert Colgan, was a native of Kentucky, and of Irish parentage. His mother was a native of the Territory of Missouri and of French parents. Her parents were among the defenders of the young territory, against the Indians. She was also a defender as once, when they were attacked on the Gasconade river where they lived, she loaded the guns for her father to use in their defense. His parents were married in St. Clair, Mo., where Nicholas was born on the 15th of February, 1826. He here attended a day school kept by Mr. Toomas. He was married in 1846 to Miss Louiza Cipprot, a French lady. In 1853 he removed to Cape Girardeau, Mo., and engaged in the saw milling business. In 1858 he was elected Justice of the Peace in Cape Girardeau county. He resigned this office in 1860 and removed to St. Louis, and engaged in business. In 1865 he removed to East St. Louis; returned to St. Louis in 1867, and again to East St. Louis in 1869. Here he engaged in the hotel and saloon business in the Third Ward.

On the 6th of April, 1875, he was elected to the office of Councilman in the Third Ward, which office he holds at the present.

His residence is on Christy avenue between Second and Front street. His place of business on Missouri avenue, near the Relay Depot.

RICHARD ROE, GROCER.

Commenced business in 1872, having built a store and dwelling two stories 20x40, and stocked with goods. He is building up a very nice trade, and is succeeding beyond his expectation. Has met with some heavy reverses, but believing in sticking to

the ship, expects to come out ahead. The store corner Sixth and Summit avenue, is situated in the midst of an excellent locality.

LOUIS PARENT, BUILDER.

Began contracting here in 1867, to build brick houses. Built the packing house at the National Stock Yards. It contains a million and a-half of brick. Mr. Parent has also built many of the brick houses of this city. He occupies a fine brick mansion on Ninth street, between Summit and Pennsylvania avenue.

HON. J. B. LOVINGSTON, EX-MAYOR.

This gentleman, although having been actively engaged at one time in the politics of the city, and always an active business man, has perhaps as few enemies and as many friends as any other citizen of the place. Although of feeble physical health he possesses a strong, clear and active mind. His style of acting, recalls to mind the aphorism of Lord Chesterfield "*Suaviter in modo, fortiter in re,*" mild in manner, firm in execution, so gentle he seems in all his ways, and yet, as the public records show so wise and determined in the execution of his p'ans.

HON. VITAL JARROT, EX-MAYOR.

Hon. Vital Jarrot is the son of Nicholas Jarrot, of French parentage, who, after settling in Cahokia, at an early day amassed great wealth, as a merchant. At one time, almost all the commerce of the West passed through his hands. From his general storehouse in Cahokia the merchants of St. Louis obtained their supplies. By his will he stipulated that to his son Vital should be given as good an education as could be obtained, without regard to cost. Accordingly Vital received a classical education in Georgetown D. C. His after career justified the hopes of his father. The chief officer in several private corporations he has honored every public trust reposed in him. Enjoying a vigorous old age, and believing it best to wear out rather than rust out, he superintends his varied affairs with as much activity and wisdom as ever. He sets a noble example to those men of whom every community has too many, if it has but one, who idly waiting for something to turn up, soon find themselves turned up on the banks, a wreck and out of the rushing tide of prosperous human life.

Long may the venerable form of Col. Jarrot be seen among us. His refinement and polish with those of men of his lofty stamp exert a salutary influence upon a too blunt and practical age.

HON. JOSEPH B. MESSICK, CITY JUDGE.

"Oh, wise young judge!

How much more elder art thou than thy looks."—[Shakespeare.

His honor, the subject now under discussion, like most of our public men, reached his elevated position by his own exer

tions. His life might be sketched in brief thus farmer soldier—law student—lawyer—judge; but he was longer reaching this last prize than it has taken to sketch the steps. Yet he has reached it comparatively soon in life. Many have striven without success for years, to reach the Judgeship, looked upon by the fraternity, as the culminating experience in a lawyer's course of practice.

He received the appointment this fall (1875) after a short career as lawyer, during part of which he was in partnership here with Hon. Thomas Quick, formerly a member of the legislature of Illinois, and to whom was largely due the chartering of the Western Division of the Ohio and Mississippi railroad, against the Northern State policy party of Illinois. East St. Louis owes a debt of gratitude to Hon. Thomas Quick for his exertions at that time in favor of the State granting a franchise to this great public work, the Ohio and Mississippi railroad, which gave the imperative command "Forward march!" in the line of progress and improvement to East St. Louis, and indeed to all of southern Illinois and Missouri. The association of these two gentlemen has been of mutual advantage.

MR. JAMES W. KIRK, AUDITOR.

James W. Kirk, born in Byron, Genesee county, New York, of Irish Catholic parentage, was brought up to the dry goods and grocery business. Attended the school of his native town, and then the Batavia (N. Y.) Collegiate Institute, and finished at the State Normal School at Brockport, New York. Taught school in his native town after returning from Normal School. Was a candidate for Town Collector of Byron in '68, but the town being largely Republican he was beaten. In '65 he was Secretary of a circle of the Fenian Brotherhood in Batavia, N. Y., and in '66 went as a delegate to the Troy (N. Y.) congress. He has been clerk in the dry goods, groceries, boots and shoes business, and also a clerk in Post offices, Express offices and Railroad offices in his native town. Came to St. Louis in June, '71, and soon after to this place, and engaged in the sewing machine business. Was appointed City Auditor on July 7, '72, and has held the position ever since. Is at present a member of the County Democratic Central Committee and Secretary of the same. Has been correspondent of the St. Louis Daily Times and the St. Louis Evening Dispatch for the past two years, and is acting in the same capacity at the present time.

ALBERT M. MEINTS,

Wholesale and Retail Grocer.

Formerly of St. Louis, came to East St. Louis in June, 1866, and was employed as clerk for Henry Jackeisch, for nearly two

years. He opened a store for himself on the 14th of April, '68, and has been one of the most successful grocers in this city, always attended strictly to his business; having had experience now for over twenty-two years. In June, '68, he built a fine two story brick store and dwelling on the corner of Fourth street and Missouri avenue, where he is still doing a very large business, both wholesale and retail. He has made extensive improvements in property, having built some ten or twelve dwelling and store houses, which he rents out. He is also running a large Fire Clay Mine in St. Louis county, which is said to be of the best fire clay in the State of Missouri. In this branch, Hon. John B. Lovington is his partner, they jointly having invested over forty thousand dollars in the same. He is also connected with other branches of trade in this city. And in short is successful in every branch that he is connected with, and bids fair for a great future.

HON. WM. G. KASE.

The subject of this sketch is a native of the Keystone State; having been born in Northumberland County, Pennsylvania, in the year 1839. His father, Gen. William H. Kase led a military life, being an acting Major General during the twenty years preceding his demise. The son received an excellent education at those old established seats of learning, the Danville Academy and Louisbourg University, Pennsylvania. He then read law with the distinguished Pennsylvania jurist, Hon. Joshua W. Comley, at Danville, in the above State. Having satisfactorily finished his course of elementary study, he passed a rigid examination, and in the spring of 1863, was admitted to the bar. Coming West, and remaining at Belleville one year with his brother, the Hon. S. M. Kase, as his law partner, in 1864 he located in East St. Louis.

He was elected by the people the next year, Judge of the City Court of Record. He succeeded in discharging the delicate and difficult duties imposed by this trust, with credit to himself and to the general satisfaction of the people.

By an act of the legislature the jurisdiction of the court was reduced, when he resigned the Judgeship. He was a delegate from this, the XVIIth Congressional District, to the Peace Convention, which convened in Philadelphia, in 1866. His well known activity, and sagacity in council, enabled him to perform an important part in the deliberations of that august assembly. Doubtless had it met some years earlier in our history, the pain of many a heart, and the sundering of many a domestic, social, churchly and sectional tie would have been averted.

"The saddest words of tongue or pen,
Are these, it might have been."—[John G. Whittier.

Judge Kase, upon his return from Philadelphia at once engaged in active affairs in this city, and has since then been one

of the most active and energetic of our citizens; assisting with his means and counsel in all public improvements.

He was elected in 1874, a representative from St. Clair County to the twenty-ninth general assembly of Illinois. In the exercise of this high trust he labored hard for the true interests of the people, which fact, to day, leaves him a popular man with his constituents.

Judge Kase is personally one of the most affable and courteous of gentlemen. Easy of approach, and sympathizing with the struggles of the poor, a distressed child as readily obtains his attention, sympathy and aid as the lordliest client, who, in the enjoyment of all that love of ease, and taste can suggest, rolls on gilded wheels with state and pomp to his door.

We may add in closing that politically Judge William G. Kase ranks with the most popular men of this section of the State.

HON. J. D. MANNERS, EX CITY JUDGE,

Was born 12th of June, 1819, near Bloomington, Monroe Co., Indiana, where also he was educated. He studied law with the firm of Howard and Wright, Park county, Indiana, and was admitted to practice in August, 1843.

He was united in marriage on the 15th of May, 1845, to Miss Susan A. Proctor, daughter of John and grand daughter of the historic Little Page Proctor, one of three Methodist preachers of that name who were companions of Daniel Boone. Together with Boone, in Kentucky, at one time, they were of a few survivors of a gallant band of whites, who, in a bloody contest lasting all day with Indians, on the "Dark and Bloody Ground," successfully defended Boone's fort and their hearthstones against the red men. The Indians declared that they would annihilate the whites or die in the attempt. They were forced to do the latter, scarcely one escaping.

In 1845, Mr. Manners removed his family to Alton, whence, after practicing law until 1853, he settled in Highland; practiced there until 1866, when he came to East St. Louis. Gov. Oglesby appointed him Judge of the City Court of East St. Louis on the 1st of October, 1867. He was reappointed by Gov. John M. Palmer on the 30th of August, 1871, after which he held the office four years. He is at present engaged in the practice of his profession.

CHAPTER XIV.

GENERAL FEATURES.

As has been noticed by you, my dear reader, the Island now forms the western part of the city, lying where the main shore was in 1800. Now go with me and I will point out, as we proceed, the remaining land and water features.

Let us look around on the Island before we leave it. At the head stands the Sugar Refinery, an enterprise started this year on a successful career. Near it is the old East St. Louis stock yard, formerly a place of active business. Proceeding southward we pass successively the freight depot of thirteen railroads, terminating here. Conspicuous among them we notice the huge initials "O. & M.," on the depot of the western terminus of the pioneer railroad line of the United States, the Baltimore and Ohio. The corner stone of that road was laid on the southwest line of Baltimore on the 4th of July, 1828. It was laid with most imposing ceremonies, by Charles Carroll, of Carrollton, the only surviving signer of the Declaration of Independence. He said "I consider this next to my signing the Declaration of Independence, if even it be second to that, the most important act of my life." Since that day steam travel and traffic, and the increase of the vast system of railroads in the United States, is unprecedented. Two great uncles of the author, Thomas Ellicott, of Ellicott's Mills and Nathan Tyson, of Baltimore were directors in the B. & O. Company, in 1828.

The upheaval of the first shovelful of earth was by Mayor Kennett, for the O. & M. at this place; it was attended by thousands of people, with imposing ceremony. Its opening in June, 1857, was also celebrated for several days in St. Louis, and attended by the dignitaries of the nation. The first locomotive was built at and named the "York" in Pennsylvania, in 1830. This was the native place of the author.

Other railroads terminating here after the Ohio and Mississippi, were the Chicago and Alton; Rockford, Rock Island and St. Louis, Chicago Through Line, Illinois Central (branch) Illinois and St. Louis, Indianapolis and St. Louis; Toledo, Wabash and Western, St. Louis Vandalia, Terre Haute and Indianapolis The St. Louis and Southeastern, the Cairo Short Line, beside other lines, which charter the use of the tracks of these railways.

STEAMBOAT TRAFFIC.

The great improvements at the mouth of the Mississippi river, now in progress under the leadership of Capt. James B. Eads, will undoubtedly have the effect of restoring the importance of the steamboating interest. As much so as the building of the dyke here, effected the restoration of this harbor. Ocean steam ships drawing twenty feet of water can then sail directly into the harbor of New Orleans. Then the floating palace and palace car will equally compete.

We pass Hon. J. B. Lovington's fine property, a block of houses. The next prominent object is the bridge across the Mississippi. This rivals in splendor and utility the celebrated bridges of the old world. It was erected by Capt. James B. Eads, Col. Flad consulting engineer. It was finished in 1874, and cost nine million dollars.

"What steamers are those continually crossing and recrossing, passing and repassing each other on the river, carrying freight, cattle and passengers?" "Those are the boats of the Wiggin's Ferry Company."

"How many have they in use?" "They use twelve steamboats and tugs."

"I supposed the freight and passengers would all cross on the bridge?" "Oh no, the ferry has more work now than before the bridge was built."

"Don't they divide the crossing business since then?" "St. Louis commerce works the other way. It has more than doubled since."

"Are there other ferries?" "There are."

"How many?" "There are nine ferries beside the Wiggins, constantly busy between the cities of St. Louis and East St. Louis."

"Then the Bridge Co. does not do much?" "On the contrary the crossing of all kinds of vehicles is so great that laborers are almost continually engaged repairing the worn planks on the road ways over the top, besides the street cars are continually crossing passengers, while thousands cross on foot, and the thunder of the freight, stock and passenger trains through the bridge on the lower tracks scarcely ceases day nor night."

All over this Island, forming the west part of the city, the lively business aspects are very interesting. Here the car rattling ov'r the stony streets, is the welcome music that salutes the ear of the observer. The Island has the Presbyterian Church and Douglas public school. Passing eastward the second natural feature that we see is the old Eastern Channel of the river. Under the eastern approach of the great bridge we see the Avenue Dyke, the one built to restore and preserve the port of St. Louis. This is now part of a fine street, the Broadway of East St. Louis, which extends eastward to Pecan Grove, the last building on it being the splendid brick structure, St. Henry's Roman Catholic

Church, some of the statutes in which cost a thousand dollars each. To the left is Bowman's Dyke crossing the old channel from the Island to the Relay Depot, there meeting Missouri avenue, another fine thoroughfare crossing the city eastward and destined to be a leading business street. Trestle works for the railroads, also cross the old channel from the Island eastward, north and south of the dykes. A third prominent dyke, which, as were the others, was erected at great cost, is the Vaughan Dyke.

Take a look eastward from the Island upon the old channel. Remember this as the second feature of the city site. Following the examples of older cities East St. Louis, by public and private enterprise, will build up this expanse of water between the dykes and crossings, and turn it back as it was in 1800, to solid land. Then it will be platted into streets and lots, and sold at fabulous sums per foot fronting on the dykes. State-ly edifices will rise like the Italian Venice from the sea, and this expanse of water that now looks so strangely will form one of the most substantial parts of the place. Remember that this old channel is now to East St. Louis, as the wide moats were to the ancient cities. When the art of man shall have been brought to bear upon it, it will become all that man can wish it to be.

Let us cross the Avenue dyke, see this long strip of land lying along side east of the old channel. This is what remains of that fine body of timbered land half a mile wide, which in 1800, divided Cahokia creek and the Mississippi. To this complexion it had come at last. That body of land became so narrow, only at this place; above and below the city it is wider. This strip is now probably fifty paces wide. It has upon it stores, dwellings and public houses. We cross it eastward and come to the old bridge crossing Cahokia creek. This creek traverses the city from north to south in this part. It has upon it manufactories, prominent among which, is Mr. Hezels's East St. Louis flouring mill; Co-operative rail mill and Gas works. The creek affords an unlimited supply of soft water. Its classic banks are destined at no distant day to be as burdened with busy machinery as any stream of New or Old England. Crossing the Cahokia, you reach its eastern bank, and soon after the East St. Louis Relay Depot. Here the ringing locomotive bell continually, salutes and warns you of passing trains, to and from all points of the compass. The freight trains bringing and taking the produce of every clime, and the passenger trains carrying people of every nationality.

When time allows you can visit this airy comfortable depot, and see the passing trains and the clockwork precision with which the vast business here is transacted by the gentlemen who are the officers, and those who are employed in minor affairs. But to return to view the site; eastward from the Cahokia the land is level as a floor, and rich as the valley of old Nile. On this plateau were the recorded surveys made of "Illinois," Illinois

city, St. Clair and "town of East St. Louis," which are now with other lands and streams embraced within the city limits.

THE PRESS.

"There's a chiel amang ye takin' notes, an' faith he'll prent 'em."—[Burns.

How my heart warms toward a printer! Instantly when I meet him mental pictures of Faust, and Gattenburg, and Franklin arise to my mind. Every sound in a printing office becomes the echo of the music which accompanied their early and successful toils. The very "devil" seems to have no evil in him. Every newspaper and every book are to me richer copies of Faust's "first proof." The act of printing appears to be the actual embodiment of thought. The thinker gives birth to thought, the printer gives it an enduring habitation.

No higher ambition had our illustrious Benjamin Franklin, the patriotic American Philosopher, who held many high public trusts, than at death to have inscribed over his grave, this epitaph written by his own hand, in 1728, when twenty-three years of age:

THE BODY —OF—

BENJAMIN FRANKLIN,

Printer,

Like the cover of an old book,

Its contents torn out,

And stript of its lettering and gilding,

Lies here, food for worms.

But the work shall not be lost;

For it will (as he believed) appear once more

In a new and more elegant edition

Revised and corrected

—BY—
THE AUTHOR.

After the subscription is duly paid what a debt of gratitude do I owe the printer. He gathers for me the local news with care, with accuracy and dispatch. He pays men to travel in distant places to get the news for me. He summons the telegraph to dart its lightning questions round the world and bring me answers in from every clime. He is the chief of condensers. He clothes the best and newest thought in the fewest words. "Young man," said an aged printer, "weigh your words, and you will find that each one weighs a pound."

AMERICAN BOTTOM GAZETTE.

This was the first newspaper printed on the site of this city. Its first issue was in 1841 or 1842. It was printed by S. D. Lumrix.

EAST ST. LOUIS GAZETTE—OFFICIAL JOURNAL OF THE CITY.

This excellent paper was started in 1866. The first number was issued June 28, 1866, by John Macauley and Joseph Crabb. The latter remained in four months, then sold out to Louis Straub. In 1871 this firm was dissolved. The paper continued to be published by Wm. O'Neil. The ownership then vested in a stock company. On 1st February, 1873, John Macauley resumed its publication, and has continued it to the present time, 1875. It has been the official organ of the city from the date of the first issue. It is however, independent in politics, and aims only to foster and advance the interests of the city. It is now edited by Mr. F. B. Bowman.

EAST ST. LOUIS PRESS.

This paper, now under the able editorship of Mr. H. D. O'Brien, was originally named "The People's Gazette." The initial number was issued on Saturday, 18th of July, 1871. It was published under the auspices of the "People's Gazette Association," of whom the following citizens were officers: The Directors, were Vital Jarrot, J. B. Lovingston, Henry Schall, L. M. St. John, Marcus Finch, John O. Butler, M. Millard, Michael Darmody, Maurice Joyce, Ernest Wider, John Macauley, Patrick H. Stack and John Eddy. Of this Board of Directors, Vital Jarrot was President, Maurice Joyce was Vice President, Henry Schall was Treasurer, and Marcus Finch was Secretary. Mr. Saliel became its editor and manager in 1872. The name was changed to the East St. Louis Press in 1873. At that time W. B. Fairchild was its editor.

Mr. Smith was editor in 1873-4.

The proprietors began publishing a daily on September 21st, 1874. Owing to financial reasons the Press was for a short time suspended in the summer of 1875. Mr. H. D. O'Brien, however, whose energy we cannot enough commend, who had been its editor for some months, bought the press and fixtures, and continuing the weekly issue, gives the public, instead of the old Daily, the "Tri-Weekly Press."

NATIONAL STOCK YARD REPORTER.

We measure this publishing venture by its success. It was founded in November, 1873, by Messrs. John Haps & Co., its then and present owners and publishers, who printed three numbers and suspended. In March, 1874, they recommenced. The first issues were taken to the Post Office by Mr. Haps, during the first month in his coat pocket. During the next in a small tied package. In four months, however, a small sack was used. At present the issue of 5,000 copies requires three of the largest of Uncle Sam's

mail bags. Each week it reports in detail the daily receipts and sales at the National Stock Yards.

ST. CLAIR TRIBUNE.

The enterprising young men, Messrs. Willis E. Finch & Bro., who originated this paper on the 4th of February, 1875, are its owners as well as its publishers. They issued the first number on the 18th of the above month. They publish a staunch, outspoken Republican newspaper, whose motto, "Republican, Protestant and Progressive," clearly indicates its tone. It is published on one of the best travelled thoroughfares in the city, Missouri avenue, on the second floor of the Jackeisch building. Notwithstanding the very recent date of the origin of the St. Clair Tribune, it already has a circulation of five hundred copies per week.

CHAPTER XV.

ORIGIN AND PRESENT STATUS OF THE NATIONAL LIVE STOCK INTEREST.

On the extreme northeast side of the city of East St. Louis are the National Stock Yards, a particular description of which is elsewhere given. They comprise 656 acres, enclosing 100 acres, and have 60 acres shedded. The trade in live stock now culminating there was originally transacted at a point near by, in East St. Louis, called Papstown, or New Brighton. It was called the former from the founder, a Mr. Condit, who built and kept the first house as a tavern. People called him "Pap," and the place Papstown. He was an Englishman. His descendants are now among the most prominent citizens of Centralia, this State, Hon. E. S. Condit, "pap's" son, having been a long time Mayor of that place, and now President of the First National Bank. Brighton is a noted cattle mart in England. Hence the name New Brighton was very appropriately applied to this great western cattle market. Mr. Wettig, a former Postmaster of East St. Louis, also kept tavern at Papstown. He kept the first Bank in East St. Louis in an old trunk. Sometimes he had \$10,000 in it. A stock man would come in and say, "Wettig, here, take this, and keep it for me; I have no place to put it." Mr. Wettig would say, "well, I'll keep it for you." He also relates, "I gave no receipt, and took no note; yet I never lost a cent." "I tell you that Papstown was a money-making place." "Condit made lots of money." "He used to treat it like rags."

Once he missed six hundred dollars. They hunted for it high and low. Finally Condit remembered that he had put it in a straw bed. This bed had been emptied in the barn yard some time before. They looked there among the dirt and straw, and found it. "Pap" Condit's first house here he built of grub plank from the rafts. Here he sold spruce beer, which he made himself. Now the great Brewery of the Messrs. Heim Brothers is built on the opposite side of the street from this site, which is on the corner of Tenth street, Illinois avenue and St. Clair turnpike.

Jacob Strawn, the celebrated Illinois stock drover, used to stop with his droves for St. Louis with Condit. The life of Strawn was of thrilling interest and full of incidents. Once the buyers of St. Louis refused to give him his price. He compelled them to do so by making a corner on beef by stationing his men around St. Louis and buying all the incoming supplies. Prices

advanced to his figure, and he sold out to suit himself. He was immensely wealthy. He had a farm, yet owned by his widow, in Morgan county, comprising thousands of acres, having many tenants upon it, whom he employed to raise corn and feed his cattle. Mrs. Strawn lives near Jacksonville, and is known as the dispenser of charities far and near.

The old time traditions of the St. Louis cattle trade, and the prestige of Strawn and other active dealers have culminated in these truly grand National Stock Yards. Indeed, this immense interest is only second to the great steam interests of the nation.

THE NATIONAL STOCK YARD COMPANY,

Originally consisted of President A. M. Allerton, of the firms of Allerton, Dutcher & Moore, and National Drove Yard, New York; Treasurer and Assistant Secretary, R. M. Moore, of New York; Azariah Boody, President Toledo, Wabash and Western Railway, New York; Augustus Schell, the attorney of Commodore Vanderbilt, and Vice President of the Lake Shore and Michigan Southern Railroad, New York; J. B. Dutcher, New York Central and Hudson River Railroad, New York; T. C. Eastman and A. M. White, capitalists, New York; H. H. Huston, of Pennsylvania Railroad, Philadelphia; I. N. McCullough, President of the Pennsylvania Company, Pittsburgh; Oscar F. Townsend, Cleveland, Columbus and Cincinnati, and Indianapolis Railroad, Cleveland; John B. Bowman, East St. Louis; and Andrew Pierce, of the Atlantic and Pacific Railroad, New York.

There have since been added the following additional stockholders: Hon. W. H. Vanderbilt, heir of the Commodore; Vanderbilt's son-in-law, Horace F. Clark, now deceased; Hon. J. B. Dutcher, Vanderbilt's confidential agent; Hon. Thomas Scott, President of the Erie and other Roads, and Hon. J. H. Banker.

The present officers are: Hon. Isaac H. Knox, Banker, of New York, and resident in St. Louis, President; Col. R. M. Moore, Secretary and Assistant Treasurer; Superintendent, Joseph Mulhall; Assistant Superintendent, J. Green Cash; Hon. J. B. Bowman, Attorney.

The land originally was four hundred acres adjoining the northeast side of the city. It was bought of Messrs. Bowman and Griswold. Two hundred and fifty-six acres have since been added. The covenants with the city, noticed elsewhere, were fulfilled, and the National Stock Yards formally opened to the world in October, 1873.

The distinguished men at the head of the Company cannot fail to command the respect of all, nor to absolutely control at this point the vast cattle trade of the west. The result of this cannot but be beneficial to the two classes of the public who supply and consume the beef and pork. Here sellers and buyers are brought face to face, and the supply and demand in the leading

markets of the East and of the world being constantly known here by means of the telegraph, values are nicely graded to the actual needs of consumers.

The Company have constructed at their own expense a large sewer to the Mississippi river, whence is conducted under ground all ordure from the yards.

The following figures show the amount of business done here in one year, 1874 :

Cattle received, 233,829 head.

Hogs " 492,471 "

Sheep " 40,608 "

Horses and Mules received, 2,534 head.

This statement was kindly furnished the writer by Colonel Moore.—[Ed.]

Connected with the National Stock Yards is Messrs. Richardson's Packing House. This was built in 1873-4. Its cost was \$125,000. Its capacity is to slaughter 6,000 head of hogs per day.

Beside the hogs killed and packed in 1874, they killed, packed and shipped to New York 5,000 head of cattle. They made 4,000 tierces of lard of 300 lbs. each. They can kill and pack 200 head of cattle per day. Messrs. Richardson & Co. desire to extend to both St. Louis and East St. Louis facilities to do all their butchering at their packing house, instead of, as now, compelling every butcher to run his own shop, and his horned cattle through the streets to the endangering of the lives and limbs of passers.

This is a humane proposition, as numbers of persons have been gored to death by reason of the existence of irresponsible driving of single cattle, frightened, wild and maddened, by separating from their fellows. The cost to the butcher would be no more if killing at the National Stock Yards, and perhaps would be less, as the facilities are better. Two men can keep clean this great house for their accommodation at much less cost than the 500 butchers of the city can keep their 500 private slaughter houses, thus costing each butcher less than now.

This question was settled at Paris by the first Napoleon, in favor of a general slaughter house. He established the Parisian Abattoir, in the Forest of Borgne, near Paris, where he caused the butchers to take all their stock and prepare their meat for market. Such an abattoir the National Stock Yard Company, through Messrs. Richardson, desire to establish for the cities of St. Louis and East St. Louis. It is a great move looking toward the health, safety, profit and convenience of all.

North of the great brick Packing House stands a large white house with no windows, to which we now repair. This contains the

WATERWORKS OF THE NATIONAL STOCK YARDS.

They were built in 1873, by William Bement, engineer, who has had them since in charge. The building is seventy feet high.

Supported at the top by immense timbers, crossed and braced in all directions in the main part of the building, from the ground up, are three great wooden tanks, holding 600,000 gallons of Cahokia creek water. It is conveyed by main pipes, 8 inches in diameter, to the vast yards, and through its avenue and streets by mains 3 inches in diameter. In the yards are 27 fire hydrants connecting with the mains. To these, rubber and linen hose are connected in case of fires. Several more manufactories in the vicinity could be supplied by these works in the same way.

The following on these yards is from E. Ware & Co.'s pamphlet, St. Louis, 1875 :

"The founders of the National Stock Yards were, either by accident or choice, exceedingly fortunate in the selection of land far removed above the level of probable inundation. When the Mississippi had attained its highest point this season, and East St. Louis was threatened with disaster, it was ascertained by actual survey that the National Yards were situated nearly fourteen feet above the highest recorded point, and that at a time when portions of the Union Yards were dangerously submerged; so marked, in fact, was the difference of level that the drainage of the National Yards was not interfered with in any appreciable degree. Thoroughness seems to have characterized everything about the construction of these magnificent yards. Every post in the ground is cedar, and a million and a half of money has not been idly spent in bringing them to their present state of finish and prosperity.

"Mention has already been made of the rapidity with which stock can be transferred from the Missouri side to the National Yards, and as this is a matter which closely interests the shipper, and is calculated more or less to affect the value of his stock, it may be well to explain as fully as possible precisely what ground the transfer covers, and the means by which it is effected. All stock consigned to St. Louis from the States and Territories west of the Mississippi river, as well as from the States east of that natural boundary, south of the Ohio river, excepting only a small percentage from river points in Tennessee, comes in either over the Atlantic & Pacific, the St. Louis, Kansas City & Northern, or the St. Louis, Iron Mountain & Southern Railways. The Atlantic & Pacific takes stock for the Missouri, Kansas & Texas, the Atchison, Topeka & Santa Fe, the Kansas Pacific, and Missouri Pacific Roads, and connects both at Carondelet and the Bridge. The St. Louis, Iron Mountain & Southern, which is a combination of the St. Louis & Iron Mountain and the Cairo & Fulton, connects with the Texas Central, the International, the Little Rock & Fort Smith, and at Belmont with the Mobile & Ohio Railway, and has Carondelet for its point of transfer. The St. Louis, Kansas City & Northern does not connect at present either with the Bridge or Carondelet—the station last named being on the river about nine miles below St. Louis, and the principal seat of the iron manufacture. The connection between Carondelet and the National

Yards is by the East St. Louis and Carondelet Railway, built under the auspices of John W. Conlogue, a railroad man of considerable repute, and the man above all others to whose untiring energy and business forecast, East St. Louis owes much of her present carrying trade. The East St. Louis & Carondelet Railway is a fraction over nine miles in length, and was built exclusively for the transfer trade. They have constructed four river approaches, two on each side, and make the transfer without breaking bulk by means of two steamboats, having a transfer capacity of two hundred and fifty-five cars per day of ten hours. Supposing a train of stock consigned to the National Stock Yards coming off the Atlantic and Pacific Road, instead of being taken to the yard in St. Louis, it could be switched at Kirkwood and run to Carondelet; the river transfer would be effected in thirty minutes, and in a little over the same length of time the stock could be resting in the pens. There is no delay permitted in the handling of stock—the orders of the officers in this connection being imperative.

"The Bridge transfer is made by the Transit Company. All stock intended for this route is taken to the yard at the Union Depot, St. Louis, and there delivered to the Transit Company, who do not lose any time in transferring it to the National Yards; thirty minutes from point to point is all the time necessary for effecting the transfer. All stock should be consigned either via Bridge or via Carondelet; in either case the National Yards assume the cost of transfer, the shipper only having to provide for charges from point of shipment to St. Louis."

The private residences in this, "Illinois and St. Clair," part of East St. Louis are of a very comfortable and tastily character. Among them are those of Vital Jarrot, Pres. East St. Louis Bank, his son-in-law, Louis Bobinot, Esq., Luke Hite, Attorney at Law; L. M. St. John, Mr. Miller, Mr. Beasley, Mr. Campbell, Mr. Lancaster, Messrs. Keys, Stock Commission Merchants; Mr. Richardson, Pork Merchant, Mr. Chouteau, a descendant of the founder of St. Louis, and Thomas Winstanley, Banker.

Taking the street cars which run from here to the Union Relay Depot, and to the Eads' bridge, we are some time in reaching either. We notice the long lines of gas lamps; on either side we see residences of various styles. A few of the latter are for rent at prices ranging from \$12 to \$25 per month. Occasionally we see beautiful three story bricks with castellated mansard roofs, earnest of the style of architecture coming into vogue. We pass the large newly painted twelve room Middle School building. We notice the East St. Louis Bank building, with its handsome office rooms above and below. Turning here to the right on the corner of Collinsville and Missouri avenues, we notice on the latter the stately Jackiesch building, with its fine hall, store and offices, with its handsome pier glass windows and gilt signs. Here is the office of the "St. Clair Tribune." The right hand

side of the street is nearly filled with buildings and offices, including the "Manners House" and office of Marcus Finch, real estate agent. On the left, apposite this we see the fine store of Mr. Becker, and the Market House, with free stone facings, a handsome building, containing also the public offices of the city, including that of the Mayor, with the city and police court, and the office of Chief Renshaw. Directly opposite is the imposing Bowman building, the business place of Hon. John B. Bowman, near by is the office and printing house of The East St. Louis Gazette. Another lofty structure near it is the city engine house. We pass, also on Missouri avenue the fine Meintz building, and further on stores, eating houses and dwellings.

Now returning to the old Cahokia bridge, we will pass on to Broadway. To the left we see on the corner the fine brick, the "Green Tree House," three stories high, occupied by stores and halls. Further down we see the St. John building, occupied by Henry Schall's dry goods store, Mr. Kyle's art gallery, and by various law and insurance offices.

On the opposite side is the Post Office and Mr. E. W. Wider's handsome drug store. Passing several stores, among them we notice the office of Dr. Illinski, a Polish Prince, who settled here at an early day, having spurned oppression in his native Poland. The next fine brick is the store and residence of Mr. Maurice Joyce, member of the City Council. Next is a large hardware store, both built on high grade. At this corner, looking to the right, we see the new and elegant Methodist Church, not yet quite finished. Prof. J. W. Whittlesey, late of the Howe Literary Institute, here in the basement organized the East St. Louis Seminary, Sept. 13, 1875.

All along our leisurely survey we have noticed the constant improvements being added to the sidewalks, streets and street crossings, and by means of new plank, fine blocks of stone, evenness and broad extent to the streets. We might go further and look further, but time and space forbid.

Our object was, dear reader, to introduce to you a correct idea of the city and its growing character, which we hope we have done. We must not forget to say, however, that the Pecan Grove is a beautiful, shady, grassy retreat, with seats, tables, music and speakers' stand. It is much used by school and other parties for holding picnics, and for celebrations. The custom of each school at the close of the spring term is to march "with plumes and banners gay," led by a complete band of music, through the principal streets, then out to the shady grove, where, enlivened with music, literary and terpsichorean exercises, amidst fun, flowers and feasting, to spend the most of the day. It is named for the fine old pecan trees growing within. Sometimes other teachers charter a steamer, and take the whole school and its friends far up or down the Mississippi; land upon its banks, and spread the snow white table linen on the grass beneath the trees, remain till evening,

and return. Of these river trips, the moonlight excursion, with a band of music, and your best friends for company, is a favorite at this season of the year.

THE SURROUNDINGS OF EAST ST. LOUIS

Are of the deepest interest. These places as objects for drives or journeys are almost numberless. Beside St. Louis, full of splendor, we will mention a few: Commencing with Kaskaskia on the south, some sixty miles distant; we remember its history as older than Philadelphia. Its founding unknown. In 1675, when visited by Marquette, it had been for generations the chief village of the Kaskaskia Indians. It remained for years the chief town of the west. It was headquarters successively of the French, the English, and the Americans. There is old Fort Gage, built upon scientific principles. There Gen. LaFayette visited his friend, Gen. Edgar, on the 29th of April, 1825. The glad people spread their carpets for him to walk on from the Kaskaskia landing to the door of Gen. Edgar. The remains of the old house are not yet gone. This was the first capital of Illinois.

Nearer we remember Cahokia, an old French village. Here Pontiac, the great Indian Chief, was killed, and the High Court of Sessions of Northern Illinois was held. A few miles below East St. Louis, and now out in the river, was the site of Fort Chartres. This was a beautiful specimen of military skill. The walls were white, turreted, bastioned, and pierced with port holes. Its shape toward the river was circular, like the outer edge of a ladies' fan. In it resided with his soldiers, Gen. St. Ange de Bellerive, last French Governor of Illinois, and first Governor of Missouri.

Not far from the city is Monks mound, an elevated piece of land, where there was a monastery, wherein lived some forty monks at the beginning of this century. They allowed no woman to enter their precincts. Col. Jarrot relates that when a boy, his father, Nicholas Jarrot, one of the wealthiest merchants of the west in early times, visited them on business. He took his son and wife along for the enjoyment of the ride. The monks refused her admittance, therefore she waited in the buggy till the business was concluded.

A few miles from East St. Louis is the Cantine, a French hamlet, around which cluster a world of interesting recollections.

HIGH-GRADE BUILDING—ABOVE THE FLOOD OF 1844.

An event which marks a new era in the growth and prosperity of this city, took place at 10 o'clock, on September 10th, 1875. This was the laying of the corner stone, with appropriate ceremonies, of the new three-story brick erected for a bank and office building, by Mr. Louis Weiss, on the corner of Fourth street and Broadway. It was viewed as a gala occasion by a majority of the citizens. Quite a number of St. Louisians participated.

Hon. John Niemes, the contractor and builder, was master of ceremonies. There were present, among others, Hon. S. S. Hake, Mayor; Ex-Mayor John B. Bowman, and other dignitaries, beside a number of gentlemen representing the press of both cities, and Mr. Martin Zike's Silver Cornet Band.

As is the custom upon the erection of important structures, in this corner stone were deposited articles of interest to future generations; when the envious tooth of time shall have destroyed that which the hands of men have builded. These articles were a package deposited in a glass jar by His Honor Mayor Hake, containing copies of all the important documents and records pertaining to the city; among them were a copy of the city charter, of the high grade ordinance, a list of the city officers list of the standing committees of the city council, a copy each of the first and last report of the Library and Reading Room. This jar was hermetically sealed by Hon. John Niemes, who deposited some coin. Two watches were deposited by Messrs. Gu'nin and Wuille, a silver badge by Dr. Winton, and a cigar by Mr. Epstein.

The stone was laid by His Honor Mayor Hake and Hon. John Niemes. The National Banner was flung to the breeze, while the band gave forth music in keeping with the time.

When the crowd had been regaled with music, His Honor the Mayor made an address, which was to the point and well received. Ex-Mayor Hon. John B. Bowman was then introduced by the Mayor, and followed in a forcible speech, of which the annexed is nearly a complete report, taken at the time by Mr. H. D. O'Brien, of the "Press:"

EX-MAYOR BOWMAN'S ADDRESS.

"Fellow Citizens:—But for this occasion I would not be present, as I am sick, and have just arisen from my bed in order to be here.

"We are present to celebrate the laying of the corner stone of the first building which is to be built on the grade of 1844. Mayor Hake has not said all. Under this corner stone has been buried the East St. Louis of the past, and on it will be built the city of the future. Under the old system the resources of East St. Louis could not be properly developed. Long before Tom Benton pointed to the west and said, "Westward the star of empire takes its way," the people came to this point and located here in preference to St. Louis. At that time the merchants of that city purchased at Cahokia their wares and merchandise, but on account of the low foundation on which the town rested, and from the calamities resulting from high water, its progress was prevented. I say, and defy the future to contradict my statement, that here we are located on the banks of the Mississippi river, where the soil is fertile and abounds in coal, without which civilization would be a dead body. Coal molds the iron, without which no civilization can exist. East St. Louis, with this advan-

tage, is to be the Birmingham of America. Without machinery, we would go without the clothes upon our backs. When manufacturing are numerous labor will flourish and will be plenty when our buildings are built upon the foundation of high grade, which is the only thing will save East St. Louis and the American Bottom. Now there is a bright future before us of which we cannot reasonably form a proper conception. This building inaugurates a new era in the history of East St. Louis. We will no longer have to beg for money on account of insecurity, but can secure it at low rates of interest. We can have no credit with low grade, and we must have credit, as business cannot flourish without it. There are millions of dollars locked in the vaults of the country to-day ready to loan on proper security, which we can get if the proper course is pursued. We cannot have credit abroad unless we carry out the high grade project—this will bring it; nothing else will.

"It does me double pleasure to be with you fellow citizens upon this occasion, for the reason that beneath this stone is deposited the poll lists which show conclusively that the people are no longer to be humbugged by those who have no interest in the welfare of the city. Injunction or no injunction, East St. Louis must be built up. The returns of the polls are deposited beneath this corner stone. Every stone which shall be laid in the walls of this building will be a monument to the enterprise of those who advocated and defended the high grade movement."

"Tracts were distributed to the people and they were advised by one of the papers of this city to throw high graders out of the windows. But in spite of their machinations we have triumphed. The people of East St. Louis have decided to march forward, and you are here to celebrate the laying of the corner stone of the first building to be erected on the high grade basis. It was unpopular to speak of this at one time, and it is a gratification to come here in the broad light of day and speak my sentiments."

"Fellow citizens, I say in conclusion, this is the corner stone of the future East St. Louis, just as dismal as has been the past just so bright will be its future. No longer will our laboring men go abroad to look for work, but for fifty years to come they will find plenty to do here in this city. I cannot close my remarks without referring to the gentleman who has undertaken this work, Mr. Louis Weiss. He was opposed to high grade, but eventually became convinced that the old ideas which he had so long entertained were wrong, and he repudiated them. When all the other buildings which are to be built in the future shall have been erected then he will be more honored and complimented than now. He is the pioneer, the first man to risk his money to back his faith in this new enterprise. I propose three cheers for Mr. Louis Weiss."

The Ex-Mayor's speech was loudly applauded during its delivery, and he received three cheers and a tiger at its close.

The following able paper from Dr. Wade was then read :

COR. COLLINSVILLE AND ILLINOIS AVE., }
East St. Louis, Sept. 10, 9 A. M. }

To Messrs. Louis Wicss, J. Niemes, Lorenzen, Gohn and Marton :

GENTLEMEN: Owing to unforeseen sickness and professional duties that must be attended to, I am deprived of the pleasure of being with you this morning at 10 a. m. and participating in your ceremonies and assisting in laying the corner stone of the first building to be erected under the high grade law.

Nothing is more gratifying than to know it will be an important and an enjoyable event, and in the meantime conduce much towards the establishment of an unquestionably needed improvement—a high grade. I don't wonder at the pleasure it gave the architect, the builder, the worthy mechanics and all who are interested in the future prosperity and health of East St. Louis, to be identified among those present on this important occasion.

The people of East St. Louis are to be congratulated that this day ushers in a great and much-needed reform; that at last, after years of agitation, by the fiat of an energetic people it has been decided that a high grade shall be the rule, and in the erection of all new buildings of importance in future, they are likely to conform to this rule.

The great Father of Waters, on whose ample bosom the commerce of the Western world is destined to float—probably through all future time—may have enforced this great change and improvement, for the security and future prosperity of this city. The emphatic voice of this majestic and noble river has been heard, and thus man, in obedience to the laws of nature, acts for his own and highest interests.

That this step in our municipal affairs will attract to this city business, wealth, and a great increase in population, who can doubt. It finally and forever settles the most important question that has ever agitated the minds of our people.

This system of high grade as now established, will contribute more to the general health of this city, than any public improvement of which we can conceive. Of course a necessary and modern sewerage will be constructed with and in accordance with the grade.

Thy, then, should not the march of East St. Louis be upwards and onwards?

The magnificent bridge which spans the great river and connects the Atlantic and Pacific with iron bands, affords the same facilities to East St. Louis as it does to the city on the other side.

The enterprise, which will ever mark this as the first building to be erected upon a high and new grade system, deserves especial notice.

I understand the building will be used by the meritorious institution the East St. Louis Workingmen's bank, and I have no

doubt it will be conducted on those high principles corresponding with the high grade this day inaugurated.

Let the names of these parties who are to erect and complete this structure also be remembered.

Mr. Louis Wiess, the owner, Mr. J. Niemes, builder, Mr. Lorenzen, the architect, Mr. G. Gohn, carpenter and Mr. Morton, stone cutter, will go on and complete it upon this interesting foundation and corner stone, and in future we can with much satisfaction and pride point to the example and ask that other good people go and do likewise. "So mote it be."

Respectfully,

J. W. WADE.

The reading of the communication was received with cheers from the hundreds of participants. After the ceremony was finished a repast was set on the sidewalk by Mr. John Ehrhard, which was relished by all who partook of it. A "high grade" loaf of brown bread four and a-half feet long and weighing over eleven pounds, and baked by Mr. Louis Weiss, was one of the attractive features of the lunch-table.

The whole affair was well planned and executed. The Star Cornet Band lent their enlivening strains during the banquet, and the very best feeling prevailed.

Twenty-three years ago the laying of the corner stone of the O. & M. Railway, by Mayor Luther M. Kennett, of St. Louis, when we were Mayorless, marked the beginning of an era of great progress in population and prosperity assured by increased traffic brought by the railroads. The laying of the high grade corner stone this year, by Mayor Hake, of the city of East St. Louis, marks an era, and a grade in which, and on which East St. Louis as a manufacturing city of the West, will steadily advance to the very front rank in manufactures, wealth and prosperity.

FINIS.

APPENDIX.

[No. 250.]

AN ORDINANCE to establish a permanent grade for the highways of the city.

Be it ordained by the City Council of the City of East St. Louis :

SECTION 1. The grade of all streets, highways and avenues shall be eight feet above the city directrix, at street intersections, with a sufficient elevation in the center of blocks to give a fall of twelve inches in a hundred feet ; and the grade of alleys shall be made to conform to the grade of streets, and shall have the same fall ; provided, that in all cases where the present surface of a street, highway, avenue or alley, or part of the same, is above the grade hereby established, this ordinance shall not apply.

SEC 2. No part of the filling of streets, to grade, shall at any time become the subject of any special assessment or extra taxation, but the filling up to grade shall be proceeded with only so fast as the ordinary revenue, and the constitutionally limited credit of the city will permit ; and that all present available credit of the city, after deducting the city's present liabilities, payable therefrom, be set apart as a fund with which to defray the expenses of the commencement of such filling, under future orders of the Council.

SEC. 3. All ordinances and resolutions in conflict herewith are hereby repealed, and this ordinance shall be in force from and after its passage and promulgation.

Passed December 3, 1874.

SEAL.

WILLIAM O'NEILL,
City Clerk.

Approved December 3, 1874.

JOHN B. BOWMAN, Mayor.

THE M'CARTY TRACT.

This is a tract of land, containing 400 acres, which was owned by an English officer who became possessed of it in 1765—two years after the peace of Paris, in 1763, when France ceded the country to England. In 1765 Capt. Stirling, of the Royal Highlanders, arrived at Fort Chartres and took possession of Illinois for George III. The officer, Richard McCarty, was doubtless of Stirling's command. He left here for Canada in 1787, where he left heirs to this land. It once had a mill upon it. It is bounded by Tenth street, St. Clair avenue, Illinois avenue and Stock Yard avenue.

In 1811 the earthquake caused a crack in the wall of the family mansion of Nicholas Jarrot, in the village of Cahokia. This house was then the only brick house in Illinois. It is now occu-

pied by the daughter of Nicholas Jarrot, Mrs. Hortense Brackett. The opening in the wall is still to be seen.

Among the prominent men here in 1823 were Clayton Tiffin and Seth Converse, of Connecticut.

The western beginning of the O. & M. took place on lots 1, 2 and 3 Block 28, First ward, near the ruins of the Western Hotel, corner Main and Broadway. The road was laid on other land, but the place where the formal opening ceremonies took place is yet marked by a ridge of earth on the above lots. Prof. O. M. Mitchell was one of the speakers.

THE WESTERN HOTEL,

With all modern improvements, was erected near the junction of the St. Clair county turnpike with Main street. It was erected by Henry Brundy, and opened in 1854. It was a three-story brick, 80x120 feet. It had stores below, and above there were accommodations for 200 guests. A. Wettig bought it under a deed of trust in 1861. In that year it burned down.

Ames' pork house also burned, and a barrel factory, which had run but a short time. These were situated near the Belleville Round House.

EAST ST. LOUIS CASINO

Is a German Singing Society, whose objects are the social enjoyment and conviviality of its members, by means of singing, reading and feasting. Originating in 1873 with seven members, it now has fifty-six. Its originators were Henry Wolters, Adolphe Finke, John Seibert, Peter Schneider, Michael Walter, G. H. Trebbe and W. Abt. Casino is said to be a German word, meaning conviviality. It designates an old German custom. They sing German songs; have a flag, piano and singing book. They have active, passive and honorary members, and periodical festivals.

The period between 1837 and 1844 was one of great prosperity in the town of Illinois. Many enterprising men during that time came in, and lent their efforts toward its growth. Prominent among these were Marion Cole, ancestor of Mayor Cole, of St. Louis.

The great flood of 1844 then discouraged enterprise for several years. There was then no adequate protection from high water. The town languished till 1852 when the O. & M. road was begun. During that time the desperadoes gave law abiding citizens much trouble. Killing became a common occurrence. Know-Nothingism and opposition thereto caused many bloody deeds.

PENSONEAU'S MILL.

Ettienne Pensoneau owned a mill which was built in 1810 or 1812. Its location was a short distance south of Railroad-street

The mill was run by oxen and discontinued in 1816 or 1818. The time of the existence of the mill on the McCarty tract is not certainly known. In 1803, however, a record was made and dated which contains the words, "Bounded by the mill race." The mill was located near where the East St. Louis and Carondelet railway crosses Cahokia creek.

TORNADO OF 1871.

This proved very destructive of life and property in East St. Louis. It occurred in the afternoon of Wednesday, March 8, 1871. It seemed to be a terrific whirlwind. The Eads Bridge was then in an unfinished state. The apparatus being used in the construction of the east pier was destroyed. One bridge workman was killed and eight or ten wounded. Superintendent McComas narrowly escaped, unhurt. Large buildings were demolished, trains of cars thrown from the track, and freight depots were destroyed. Steamers and barges lying in the harbor were torn from their moorings and sent adrift, badly damaged by the ravages of the storm. In the general destruction of buildings the lives of some twenty men were lost, while many others were badly wounded and others slightly. The rain fell in torrents, while the wind did its fearful wreck. At noon clouds began to gather, at 2 rain began to fall and the wind to blow. Between 3 and 4 o'clock—8 minutes to 4 St. Louis time, 3:20 Chicago—the storm was at its height and destruction at hand. The destruction was all done in an incredibly short time, from twenty to thirty seconds. The grain elevator was unroofed, the smoke stacks of the Mollie Able were blown away, the ferry boats ceased running, a thirty ton engine was lifted and hurled from the track, the Walter B. Dance's chimneys were toppled overboard and the boat damaged, the William J. Jones parted her lines, the bridge boat Allen went down the river out of sight, also the Rubicon, several barges went adrift, ferry boat America's chimneys and upper works blew down, and her pilot, Richard Johnson, badly injured, three teamsters injured, New Orleans Packet Company's wharf boat parted lines. The storm first struck the shore at the Pittsburg coal dump, opposite Chouteau avenue. A number of frame houses near the coal dyke were torn to pieces; also, three coal and two new frame houses and a ticket office, owned by Wm. Readmeyer, and another owned by Mr. Scamp. Ferry boat Edwardsville was run aground, her smoke stacks blown down, and her pilot house torn off. Her pilot, Wm. Stark, was injured; his wife was with him, escaping unhurt. Tugboat Hewett had her upper works swept off the deck. Capt. Montgomery had his head cut with flying timbers. Mr. J. T. Monical had his hand badly mashed. Indianapolis Railroad depot was destroyed. A driver from the St. Louis transfer company had his leg broken. Bridge derrick boat, with its massive hoisting apparatus, was torn to pieces. Timbers a foot in diameter were broken by the storm.

James Halpin, boiler maker, was killed. James Clark, said to be the best workman in the employ of the company, was horribly mangled. C. W. Smith was injured. John Fuma cut on the arm. Antoine ——— was cut on the head. John Summers cut on the hand. David Robinson bruised and cut on the head. Edward Gannon knocked senseless. The Vandalia Railroad depot was destroyed, with the freight house, a building eight hundred feet long. F. W. Strauthren was here injured in the breast and hand. Vandalia water tank was destroyed. Ram Vindicator was beached and ruined. Sidewalks were torn up. Telegraph poles were blown down. Hon. J. B. Lovington's planing mill, being five buildings and machinery, was destroyed. Patrick Conway's house was blown down and his wife's legs crushed under a falling tree; Conway himself was bruised. One or two women and an infant were seriously if not fatally hurt. Trees were snapped off like pipe stems. Small houses, owned by Wiggins Ferry Company, were destroyed; a Mrs. Brown, in one, escaped unhurt; Daniel Collins in another was fatally crushed. Clerk John Vogle fatally crushed by a falling tree. John McGarrigan cut in the head. Ferry boat Charles Mullikin was driven ashore and lost a smoke stack. Southeastern railway buildings and car houses were wrecked. Assistant Supply Agent John Bodkin O'Neil was killed outright; body recovered. John O'Connell, the Supply Agent, said to have been killed. James Claiborne was hurt on the head and arm. Phillip Schubkegl, of Mascoutah, was cut on the face in the car which he had just entered. Charles Shafner's house and saloon were razed and his three children slightly hurt. Frank Donnigan and family were injured by their falling house; she was hurt fatally. Lawrence McGlynn cut under the eye. Mrs. Smith seriously hurt. H. Eneroft's house blown down; himself and wife severely injured. Capt. Haynes and five or six others were hurt in Conway's house. Dan. Powell was cut on head and arms by O. & M. smith shop falling on him. Palace cars were blown from the track. Mrs. Powell and Mrs. Shields were both slightly hurt. A little baby in the arms of the latter was bruised almost to death by the falling of Mrs. Williamson's house.

CHICAGO DEPOT.

Two freight and one car house were destroyed at the Chicago depot. Thomas Drum, omnibus driver, was killed. Isaac Evans, engineer, with his engine, was buried under the round house. The debris took fire and burned him to death. In the falling freight houses, Louis Perrinouth was injured. Geo. Shoene and Martin Mechum were badly bruised. N. B. Sheridan was hurt on the head and back. J. H. Heines had a shoulder dislocated. Jacob Parinett had an arm broken. Edward Connors cut on the head.

LOSS AT O. & M. DEPOT.

Three freight sheds, a tank house, a passenger car house, and eleven cars thrown from the track and badly crushed. Aaron Slannis, of Adams' express, was cut about the head. Daniel Haines, engineer, scalp cut. Chas. Hayman, fireman, bruised and cut in head. Geo. Hassett badly bruised. Harry Starkman hurt. T. Donahue and Wm. DeWitt, right shoulders dislocated. Wm. Hill, head cut by falling shop. Peter Philhon, ear mashed. Lucy Glass, side and shoulder hurt. Barbara Sineloft, head and face cut. Sarah Richardson, right shoulder dislocated. Catharine Richardson and Jane Jones injured slightly by falling house. Ellen Douth injured by falling timbers. T. Howard, wife and children, Bridget Nolan, killed. John Papen cut on hand. John Bunce injured. Wm. Stranb's wife injured. Jasper Wick and Michael Brown injured. George Harcup and August Harran were bruised. D. Hannifan injured. Besides these were hurt: George Belkman, Milton McFarlan, John Gisly, W. T. Kincher, W. McGlynn, Barney McKeown, Charles Parry and T. Hamilton. Blown from 'bus: Peter Flynn, John M. Dillon, Marcus Miller, J. Marks.

A MAN WAS BLOWN FIFTY FEET.

His name was George W. Hassett, driver of an express.

The track of the tornado was from a hundred to two hundred feet wide.

A MAN'S HAIR TURNED WHITE.

Incidents of the tornado witnessed and known by Capt. R. Lee Barrowman, at that time engaged in business in the Chicago and Alton R'y Depot:

"I was in the depot when the storm burst upon it. There were ten or twelve ladies, and one gentleman, escort of two ladies. I shut the windows and ran to shut the door. The gentleman in trying to run out was caught by me between the door and wall, his body partly out. 'Come away,' said I, but as he would not I pressed it hard shut to prevent the wind from entering the depot. Next day he came in, saying, 'Good morning; do you know me?' 'No.' 'I was the man whom you caught in the door yesterday, and if you had given me all the world for it I could not have moved inside that door. I saw trees, houses, cars, and everything in sight on the face of the earth in the act of destruction. I actually thought the end of the world had come. Do you see my hair changed to gray; it was caused by that horrible sight. I have been a railroad man, and was through the terrific scenes of the late war, but I never knew fear till that dreadful moment.'"

A MAN BURNED TO DEATH.

"An engineer had eaten dinner with me that day, who was

at the time repairing his engine at the Chicago round house. His hand was caught in the falling timbers. He called to another to cut it off. The man ran for an ax. Returning, the flames prevented him, and he heard the dying shriek of the engineer consuming by fire. All that remained of him was a roasted lump.

PART OF THE MOLLIE ABLE FORTY MILES AWAY.

"A man living on the Jacksonville branch of the Chicago & Alton Railway said to me a day or two after that he saw in the air on the day of the tornado an object like a man's hat. When it fell he found it was a piece of tarred roofing. Another piece fell near it—both in his field—like a small door panel. I told him to bring them in, which he did. They proved, on comparison, to be parts of the wrecked steamer Mollie Able.

"An iron life boat of the Mollie Able was carried six hundred feet and bent double around a tree on the Island.

"The celebrated Pat. Conway kept cool and safe in an ice box during the waste of life and property outside. His house was totally demolished, and his wife's leg was broken.

MR. WM. E. PUTNAM,

A descendant of Israel Putnam, of Revolutionary fame, resides in the Third ward, on Third and Mulligan streets. He has in his possession the sword of his illustrious ancestor, a flag that was his, and one of three original copies of the Declaration of Independence. These relics are deposited for safe keeping in a vault in St. Louis. They will be sent on to the Centennial Exposition at Philadelphia, for exhibition, in 1876.

MISSOURI CAR AND FOUNDRY WORKS.

It is a significant fact that the manufacturers of St. Louis are recognizing the advantages afforded here for various lines of manufacture. Prominent in addition to those already mentioned elsewhere is the firm known as the St. Louis Car and Foundry Company. In St. Louis they had their Foundry at the corner of Bates and Main streets, in the northern part of the city, and their car shops in the southern part. The capacity of their works, with a force of four hundred men, was to make fifteen freight cars per day. Finding their business, as located apart, expensive and inconvenient, they are concentrating it more near, in East St. Louis, where they have every advantage which they require. They preferred this course (leasing ground and buildings here) to erecting works on their own land in the western part of St. Louis. The following extract from "The Future Great City" shows the extent of their works:

MISSOURI CAR AND FOUNDRY COMPANY.

Among the most prominent of St. Louis, recent establishments, is the Missouri Car and Foundry Company. This establishment is only three years old, and yet in growth and character is one of the largest manufacturing companies in the city. It has a paid-up capital stock of \$300,000. The works are divided into two departments. The car department is 1401 North Main street, where are situated the machine, blacksmith, wood working, finishing and painting shops. This department covers about five acres. The foundry department covers Lami and DeCalb streets, and consists of two brick buildings of 70 by 150 feet. In one is melted twenty tons of Missouri pig-iron per day, and this is made into railroad castings. In the other building thirty tons are melted per day, for car wheels. The first year the company built eight hundred cars; the second year two thousand, and the third year three thousand. The establishment has a capacity for turning out fifteen freight cars per day, and intend shortly to build passenger coaches. It employs five hundred men, and pays out over \$30,000 per month in wages. It carries a large stock of white oak, and pine lumber. The oak is obtained principally from Illinois, and the white pine from Wisconsin; yellow pine from Missouri, and long-leaf pine from Georgia and Louisiana. The establishment consumes 30,000 feet of lumber per day, bar iron twelve tons, and pig-iron fifty tons per day.

Great care is taken to do the best quality of work.

By means of a combination of the best car-wheel iron to be obtained, metal is gathered in from Maryland, Alabama, Kentucky, Ohio and Missouri; which, together with the purchase, at large expense, of the sole right to the use of Cochran's Patent Annealing Process for car wheels, this company claim to be producing car wheels which cannot be excelled for strength, chill and wearing qualities.

Their product for the past twelve months has been 25,000 car wheels.

They melt daily into railroad castings twenty tons of Missouri pig-iron, mostly from the Carondelet furnaces. They also have an extensive brass foundry, where they manufacture car, locomotive and machine boxes, producing over 1,000 pounds per day.

During the past twelve months the Company have furnished cars to railroads in all directions. The following were a few: N. O., J. & G. Northern; St. L. & I. M. R. R.; Cairo & Fulton; Arkansas Central; A. & P.; I., B. & W.; Great Wet'n Desp. Co.; C. C. C. & I.; C. D. & V.; Iowa Central; A. S. & Santa Fe; Midland Pacific; Ill. & St. Louis; etc., etc.

OFFICERS OF THE COMPANY:

Hon. Warren Carrier, President; John S. Newberry, Vice President; James McMillan, Secretary; Wm. McMillan, Treasurer and General Manager.

CANFIELD'S REFRIGERATOR.

In August, 1875, Mr. Canfield shipped a carload of fresh beef, in his refrigerator, to New York City. It arrived in due time, in a perfect state of preservation, and was profitably disposed of in that market. He at once ordered made a whole train of refrigerator cars, in which he designs shipping beef to the eastern markets. The beef will be dressed at Messrs. Richardson's abattoir, East St. Louis. This enterprise bids fair to revolutionize the mode of beef shipments.

MASONIC—LODGE NO. 504 A. F. AND A. M.

East St. Louis Lodge (under dispensation) held its first meeting, February 22, A. D., 1866. The officers then were Anson Gustin, Worshipful Master; H. C. Pocoke, Senior Warden; Richard Cox, Junior Warden; J. B. Sikking, Treasurer; E. W. Wider, Secretary; Patrick Vaughan, Senior Deacon; Louis A. Delorme, Junior Deacon; Madison H. Cairns, Tyler.

Chartered, and officers installed under charter, December 20, 1866. Present number of members, 66. Present officers, A. Gustin, W. M.; Christian Rohm, S. W.; Wm. Amos, J. W.; W. G. Kase, Treasurer; E. C. Newkirk, Secretary; Geo. L. Kclb, S. D.; Geo. T. Phillips, J. D.; Wm. Kirby, Tyler.

The Lodge meets in Schaub's block on Broadway, in a splendidly furnished hall, and is prospering.

TURNVEREIN.

This was the first German society formed in East St. Louis. It started under favorable auspices, having as expressed by one of its originators a "splendid send-off."

It was organized in 1865. The Turn Hall was finished in 1866. It had all the apparatus of a first-class German Gymnasium, including the trapeze, suspended rings, horses, springs, poles, climbing poles and cushions. The first president was John Steinert. It flourished for several years and then languished.

The grounds situated on the corner of Ninth street and St. Louis avenue. The hall and the furniture cost the society seven thousand dollars. A singing society was connected. The hall burned to the ground on Sunday night, September 26, 1875.

For the officers of the present Turnverein, which meets at Heim's Garden every Monday and Friday evenings, the reader is referred to the society directory prefixed.

EAST ST. LOUIS SAENGERBUND.

Was organized on the 23rd of March, 1872, with twenty-eight members. The first president was Hon. E. J. Eggmann, who

held the office eighteen months. The present president is Mr. Fred Schaffnit. It now has seventy-five members, who own a splendid flag and a good piano as an accompaniment while singing.

EAST ST. LOUIS FREUBUND LODGE, No. 19.

The objects of this Lodge are expressed in benevolence to its members. It was organized on the 21st of March, 1874, by the charter members, Henry Jasper, Henry Thoene, Geo. Thoene, August Arnold, Henry Ehrhardt, William Wiesman and E. J. Eggmann. It now has twenty-eight charter members. The Lodge was chartered on the 20th of June, 1875, by the Grand Lodge of Illinois.

DOUGLAS SCHOOL.

The officers of Douglas School—Prof. P. M. Sullivan, Principal; Assistants—Miss Ella Smith, Mr. Francis McDermott, Miss Mary Brennan.

MADE LAND.

As is well known that land in cities which is made by art becomes thereby as valuable, if not more so than other lands. This will be the case here as in other cities. It is gratifying to see the movements already being made in this direction.

Since this book was begun, not far from two hundred thousand cubic yards of land has been made by the St. Louis and Southern Railway Company; and this too in the old channel of the river, referred to as likely to become the most valuable part of the city. The terminus of this road is being thus improved for freight purposes. A large freight house, having already been built near the Eads' Bridge. They are continuing the filling. The contract was let to Messrs. Gibbons and Keary. The terms are less than thirty cents per yard. The Messrs. Keary, are old time Mississippi Levee contractors. They thoroughly understand the business of filling and can do it most cheaply, having been engaged at it for twenty-five years. They have offices at New Orleans, Vicksburg and 1124 Monroe street St. Louis. Having large forces of men at those points, with outfits for one thousand. When needed to complete a contract in a short time, they can readily combine their force at one place.

These brothers, whose names are Martin, Michael and Patrick Keary, are prepared to take contracts for filling any where in the city.

FIRES OF 1872.

These destructive fires destroyed a row of frame stores, dwellings and rear buildings, on Broadway, extending from the corner of Third street and Broadway to the St. John building,

also the brick mill on Broadway near Cahokia bridge, and the toll-gate on the St. Clair County turnpike. The existence of this toll-gate on one of our busiest thoroughfares, has caused, perhaps as much litigation between its proprietors and the authorities of East St. Louis as any other difference.

When the dyke was finished by St. Louis, the chief consideration was that it should as a highway be kept forever free to travelers. Yet, by subsequent legislation, the St. Clair Turnpike Company continue to collect toll.

HOWE INSTITUTE,

EAST ST. LOUIS, ILL.

—o—

FACULTY.

S. F. Holt, A. M., President.
 Principal Commercial Department.
 Ferdinand Harrsen, German Language and Literature.
 R. A. Tyson, Reading and Elocution.
 Mrs. C. C. Webb, Preceptress.
 Mrs. O. A. C. Holt, Music and Drawing.

—o—

CALENDAR 1875-6.

Autumn Term begins September 13th.
 Winter “ “ December 6th.
 Spring “ “ March 14th.
 Commencement, June 3d.

—o—

Recess one week during the holidays. Vacation one week at the close of the Winter term. Students are received at any time, but are advised to commence at the beginning or middle of each term.

TUITION.

Nursery Class, per term of 12 weeks,	\$	4	00.
Primary,	“	“	6 00.
Common English	“	“	8 00.
Higher English	“	“	10 00.
Languages	“	“	12 00.

A Deduction of One Dollar will be made on each Term Bill Paid in Advance.

EXTRAS.

Drawing, \$6 00.
 Oil Painting, \$12 00.
 Music, Piano or Organ, \$12 00.
 Use of Instrument for Practice, \$3 00.

COMMERCIAL DEPARTMENT.

Penmanship, per term, \$10 00.
 Commercial Course, \$25 00.
 Life Scholarship, \$50 00.

All bills must be paid before the middle of the term. For further information, address the President, East St. Louis, Ill.

EAST ST. LOUIS SEMINARY,

RAILROAD STREET BET. MAIN AND SECOND.

Five Lines of Study—Primary, Preparatory, Academic and Classical, with a Musical Department and Instruction in Languages.

TERMS:

	PER TERM.
Primary Department, First Year.....	\$ 5 00
Primary Department, Second Year.....	6 00
Preparatory Department, Junior, First Year.....	7 00
Preparatory Department, Senior, Second Year.....	8 00
Academic Department, Junior, First Year.....	9 00
Academic Department, Middle, Second Year.....	10 00
Academic Department, Senior, Third Year.....	11 00
Collegiate, Classical or Scientific.....	12 00

No extra charge for Penmanship, Drawing, Vocal Music, Calisthenics or the Languages, if taken in the regular course.

MUSIC:

Tuition Per Quarter.....	\$12 00 to \$15 00
Use of Piano.....	2 00 to 3 00

The Courses of Study in all Departments of the Seminary and Business College, the Faculty, Lecturers, Board of Visitors and Board of Examiners, will be published in a thirty-two page pamphlet circular, that will appear soon.

The Matriculation of Students will commence on next Monday, the 13th day of September. Students can enter at any time.

J. W. WHITTLESEY, Supt.

ST. LOUIS

Grape Sugar and Glucose Works

O. W. Heyer & Bro.

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Works, East St. Louis, Ills.

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Corner of Broadway and Belleville Turnpike.

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ST. LOUIS.

Flour, Meal, Shipstuff, Bran, &c., always on hand at Store & Mill.

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BROADWAY,

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Book and Variety Store:

Corner Missouri and Collinsville Avenues,

(Adjoining East St. Louis Bank)

Keeps constantly in stock a fine assortment of Books and Stationery, Wall Paper, Window Shades, Pictures, Frames, Looking Glasses, Fancy Goods, and a great many articles too numerous to mention.

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READY-MADE CLOTHING

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East St. Louis Basket Works.

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MANUFACTURE AND DEALER IN

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ware, Wines and Liquors,**

Cor. Broadway and Collinsville Avenue, East St. Louis, Ills.

Goods delivered free of charge to any part of the city.



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(Opposite Post Office),

EAST ST. LOUIS, - - ILLINOIS.**E. R. DAVIS,****Attorney at Law, East St. Louis.****LUKE H. HITE,****Attorney at Law.** Office in Jackeisch building, Missouri Avenue, East St. Louis.**JAMES J. RAFTER,****Attorney at Law, and Notary Public.** Office over East St. Louis Bank, East St. Louis. Conveyancing and collecting attended to.**THOMAS QUICK,****ATTORNEY,****St. John's Building, - East St. Louis.****JOSEPH B. MESSICK,****ATTORNEY****St. John's Building, East St. Louis.****JOHN HINCHCLIFF,****L. M. KASE,****Barnikol Building, Belleville.****THOS. R. FAWCETT, - - - East St. Louis.****HINCHCLIFFE, KASE AND FAWCETT,****ATTORNEYS AT LAW****Cor. Third St. and Missouri ave.,****East St. Louis, - - - Illinois.****J. D. MANNERS,****ATTORNEY AT LAW****Main street and Missouri avenue,****East St. Louis, - - - - Illinois.****W. H. BENNETT,****ATTORNEY AND COUNSELLOR AT LAW****CRIMINAL &****RAILROAD LAW,****SPECIALTIES.****Missouri avenue, opposite City Court room,****EAST ST. LOUIS.****WILLIAM G. KASE,****ATTORNEY AT LAW.****Will give prompt personal attention to all business entrusted to his care.****Office over East St. Louis Bank,****Cor. Missouri and Collinsville ave's,****East St. Louis, - - - Illinois.****MRS. BRADLEY,****The accomplished****MUSIC TEACHER AND ORGANIST,****Collinsville avenue, between Summit and Illinois avenues, East St. Louis.****MRS. L. M. STRICKLER,****MILLINERY AND DRESS MAKING,****Broadway, bet. Fourth and Main sts.,****East St. Louis, - - - - Illinois.**

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Cupping, Leeching and Tooth Drawing
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Ladies and Children's hair
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In town, on the corner of Fourth street and
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Mrs. Bird, too, can be found by inquiring at
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Axle Grease, Hair, etc., always on hand.
Goods delivered free of charge.

ADAM BAUCHENS,
Furniture Moving Carefully Done.

Residence on Collinsville avenue, between St. Louis and Illinois avenues. Office at A. B. Martin's Shaving Saloon. Orders to be left there. Try him.

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NATIONAL STOCK YARD

REPORTER

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THE REPORTER is circulated in Texas, Colorado, Indian Territory, Kansas, Missouri, Nebraska, Iowa, and Illinois; also in Kentucky, Indiana, Ohio, &c.

THE REPORTER is *not* a local paper, and gives no news of a local character in the place of publication. Circulation in East St. Louis is very small. It is not a political paper,—the proprietors rejecting all matter regarding the political questions and issues of the day from its columns. It is not a *news* paper, be-

lieving that the daily press and the county papers keep its readers posted in regard to current events.

THE REPORTER is published every Friday morning. Its columns contain receipts and sales of live stock for the six preceding days; the condition of the live stock market at St. Louis; a short synopsis of eastern stock markets; live stock freight rates, and a choice selection of fireside reading and useful information. Its readers embrace merchants, bankers, drovers, and the intelligent farmers throughout the west and southwest, and as an advertising medium for the wholesale merchants, manufacturers and dealers in agricultural implements and machinery, and breeders of blooded and fine live stock, it is unsurpassed.

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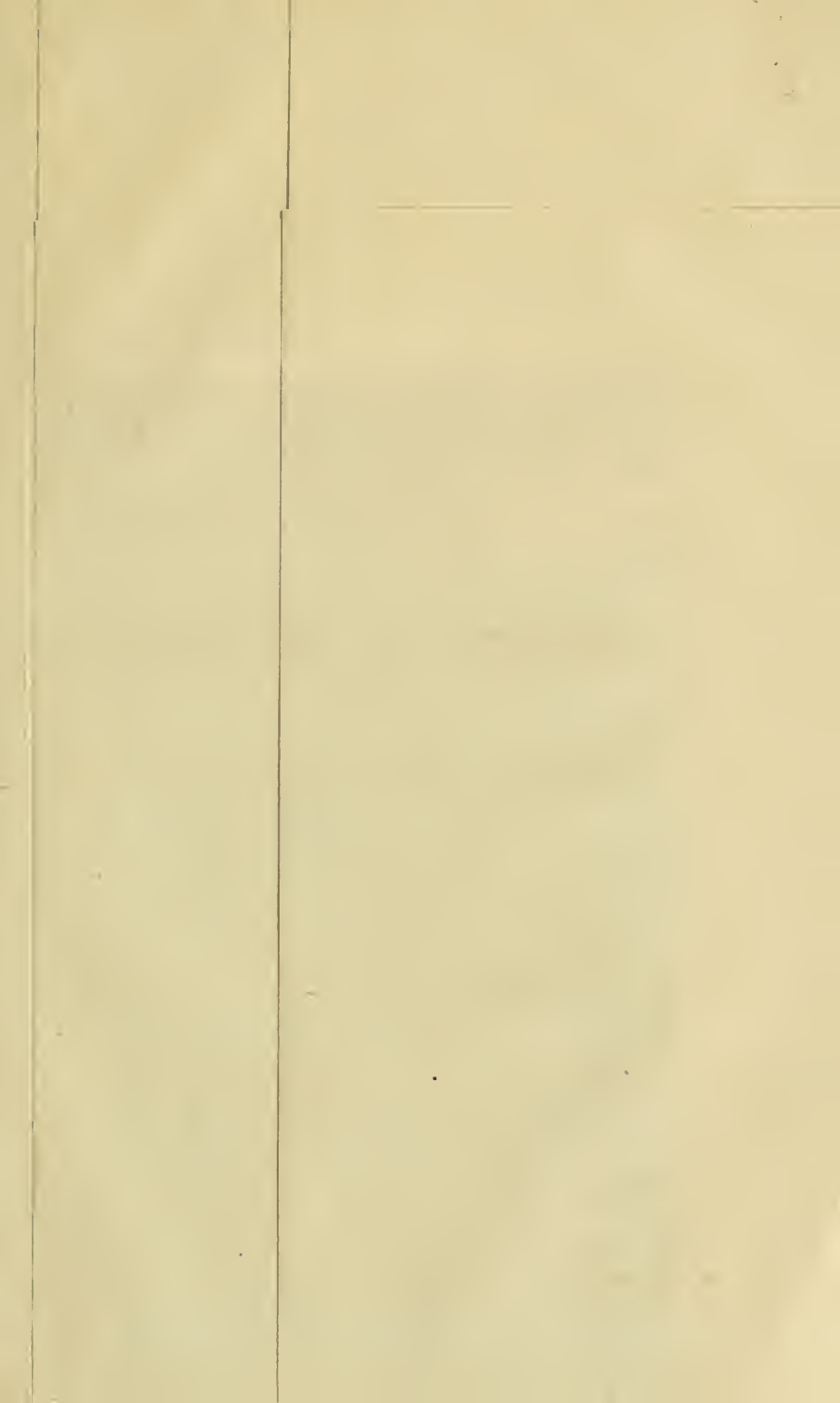
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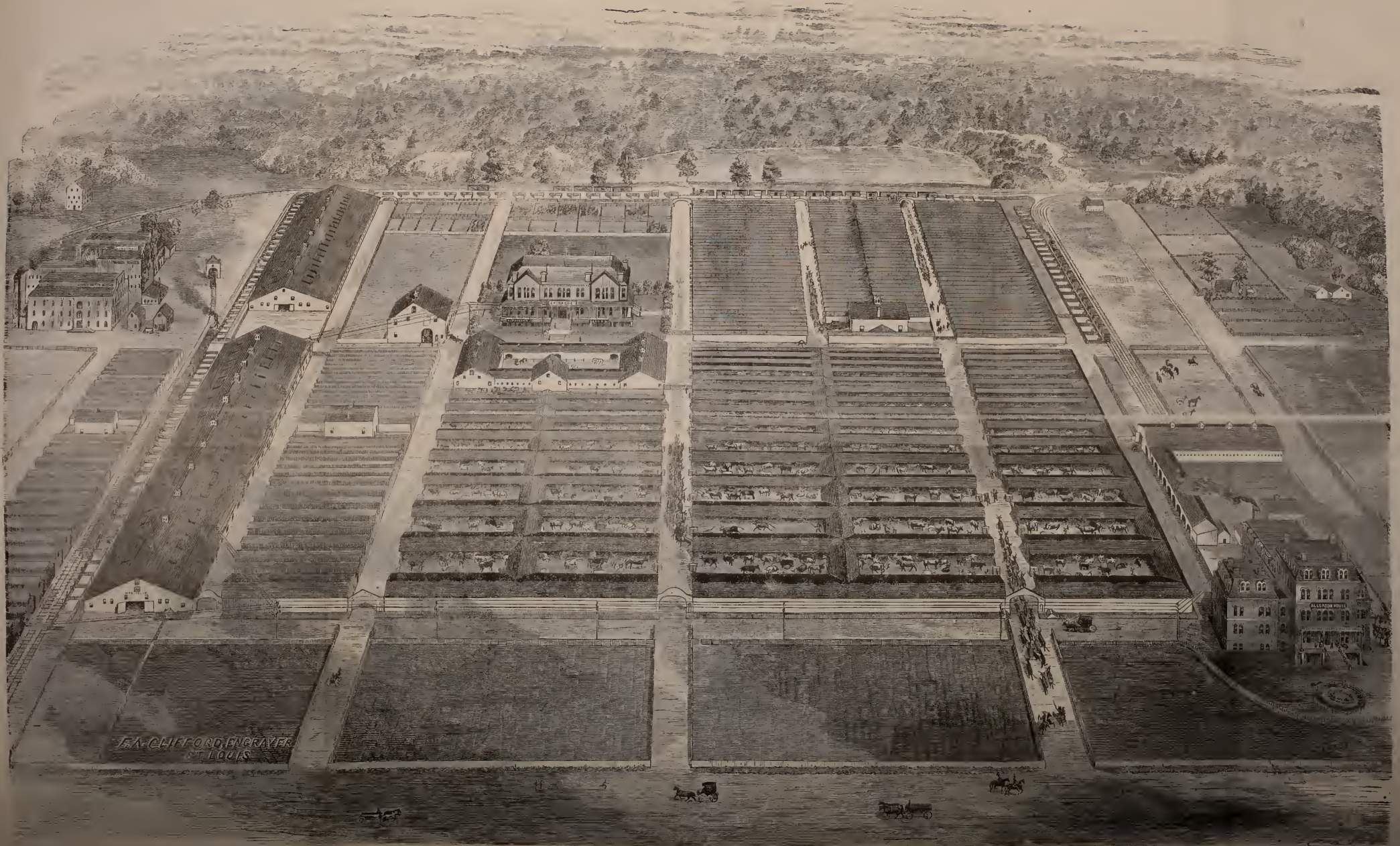
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Tariff of Charges to take Effect on and after

Wednesday, July 1, 1874.

STORAGE ON GRAIN, IN BULK.—2 cents per bushel for first ten days, and $\frac{1}{2}$ cent per bushel for each subsequent ten days or fractional part thereof.

IN SACKS.—Wheat, Corn, Barley and Rye, 2 cents per bushel for first ten days, and $\frac{1}{2}$ cents per bushel for each subsequent ten days.

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NO CHARGE FOR WEIGHING.

All Grain weighed by a regular licensed City Weigher.

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vicinity furnished.

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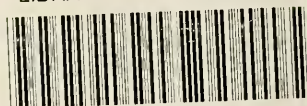
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